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TIME-TABLE.

WEEKDAYS

STATIONS	A.M.	P.M.	A.M.	P.M.
Kowloon	8.40	9.15	10.30	11.40
Yau Ma Tei	8.50	9.25	10.40	11.50
Shatin	9.00	9.35	10.50	12.00
Tai Po	9.10	9.45	11.00	12.10
Tai Po Market	9.20	9.55	11.10	12.20
Fanning	9.30	10.05	11.20	12.30
Shum Shue Po	9.40	10.15	11.30	12.40
Shum Shue Po	9.50	10.25	11.40	12.50

STATIONS	A.M.	P.M.	A.M.	P.M.
Shum Shue Po	7.21	8.05	10.38	11.40
Shum Shue Po	7.31	8.15	10.48	11.50
Tai Po	7.41	8.25	10.58	12.00
Tai Po Market	7.51	8.35	11.08	12.10
Fanning	8.01	8.45	11.18	12.20
Shatin	8.11	8.55	11.28	12.30
Yau Ma Tei	8.21	9.05	11.38	12.40
Kowloon	8.31	9.15	11.48	12.50

SHA TAU KOK BRANCH.

STATIONS	A.M.	P.M.	A.M.	P.M.
Fanning	7.45	11.50	9.20	6.25
Shum Shue Po	8.40	12.55	9.15	7.20

SUNDAYS AND PUBLIC HOLIDAYS.

STATIONS	A.M.	P.M.	A.M.	P.M.
Fanning	7.45	11.50	9.20	6.25
Shum Shue Po	8.40	12.55	9.15	7.20

Further information may be obtained at the Railway Offices, Kowloon, or from Messrs. Theas. Cook & Son, Ltd., Hongkong, or from The American Express Company, Hongkong.

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Revised by Members.

PRICE 85

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DEGRADING THE MINERS.

FUND-CADGING TOURS.

LORD BIRKENHEAD ON MR. COOK.

Lord Birkenhead, Secretary for India, at Wentworth Castle, near Barnsley, Yorkshire, speaking on the coal dispute on August 30th said:—

When the melancholy struggle in the coalfields is concluded it will be on worse terms than the miners could have secured four months ago. If the struggle goes on for another two months the terms will be worse than could be secured to-day.

The only contribution Mr. Cook has made to this controversy is the suggestion that the mines should close down, except those which could pay existing wages with existing hours. When it was pointed out to him that this would mean that 300,000 men would be out of employment, he replied, "Let them go on the dole."

Face the Facts.

The coal industry is the only one in Great Britain which does not face the facts. I work at the law. Do you suppose that if people would not employ me I would go to Russia to collect funds to keep me?

There have never, up to the present day, been any leaders of the great mining industry who would have submitted that industry to the degradation of toasting round with mendicant hands in America, Germany, and Russia where everyone knows the miners are compelled to make those contributions, although they are working longer hours and earning less wages than the British miners.

If I know anything of the hearts of the miners of this country they do not accept with satisfaction the policy in which they have become involved by those leaders.

Is there anyone so foolish as to suggest that as a result of the struggle the miners will be better off?

A Voice: Yes.

Lord Birkenhead: They are stealing your markets all over the world. You will not get them back for fifteen years. They are showing a spirit of international solidarity—on which foolish young men pride themselves—by sending into the country as much blackleg coal as we choose to buy.

Led to Disaster.

What is the good of talking about the Government? Let the leaders learn, as every other great industry has learned, to manage their own business without coming whining to the Government to manage it for them.

The reason the miners cannot manage their own affairs is that they have blind men leading the movement from one disaster to another. I do not say a disrespectful word of Mr. Smith except that his mind does not move rapidly. Unfortunately he is associated with a partner whose mind moves too rapidly. The combination has been ruinous to a great English industry.

At this moment if these two men would tell the truth to all who so blindly follow them this strike would end in a day. Are the men ever going back to the pits?

A Voice: No.
Lord Birkenhead: I do not suppose you ever were in one. I was talking about men who work. (Cheers)

GAOL FOR "DEAD" MAN.

PEMBROKE SOLDIER'S FOURTEEN CONVICTIONS.

The "dead" soldier who returned to life after eight years was brought up at Pembroke on August 21st when Thomas John Webb, of Pembroke Dock, was charged that after having committed a crime in the East Riding of York in October, 1925, he was found within seven years in a public place, the police superintendent having reasonable grounds for believing that he was waiting for an opportunity to commit an offence.

After a statement had been made by Superintendent James, the Master of the Pembroke Workhouse (Mr. W. Morris) said that the accused called upon him on July 20th, and appeared to be deaf and dumb. He had in his possession a ticket of admission signed by the medical officer of health.

Superintendent James proved convictions against the accused at the following places:—Pembroke Dock, Gloucester, Bristol, Darlington, Durham, York, Leeds, Axminster, Bow-street, Worcester, Dublin, Newcastle, Hull City, and Beverley.

In a written statement handed to the bench the accused asked to be bound over and given another chance. He said that he had been taken out of hospital by his father he would have been all right. Instead of that he was called a madman.

He was sentenced to one month's imprisonment with the recommendation that he should be medically examined with regard to his mentality.

The account of this man's return to Pembroke and the remarkable story related of his wanderings in Europe, after being wounded and taken prisoner in the war, have already appeared in the Daily Press.

FROM LAND'S END TO LONDON BY MOTOR-BUS.

SISTER'S TOUR.

396 MILES FOR £2 7s. 4d.

Two sisters arrived in London on August 30th from Land's End, Cornwall, having travelled all the way—396 miles—by motor-omnibuses. They chose this means of travel as the best way to explore the countryside and to see the places of interest.

Miss Brown, of Castle Terrace, Edinburgh, the younger of the sisters, said that they had no pre-arranged plan, but simply took any motor-omnibus which would take them to a town nearer London. They found no difficulty in getting from one town to another. The journey took nine travelling days. Miss Brown, describing the journey, said:—

It was a wonderful experience. We travelled in 23 omnibuses before we reached London, but we were not a bit tired of it. Our journey was quite pleasant all the time. Every mile was interesting, as we passed through towns and villages, and we enjoyed studying the ever-changing types of our fellow-passengers. The conductors were most courteous and informative.

Our omnibus tickets cost 2s. 7s. 4d. each, or roughly 1d. per mile. [The ordinary railway fare from London to Penzance, 10 miles from Land's End, is 21 17s. 11d.]

10s. A Day Hotel Bill.

We usually spend our holidays abroad, but decided this year to explore our own country. At each place we stayed we put up at an hotel without any previous notice, and we found them splendid. We had much better food than we frequently obtained on the Continent, and our hotel and food bill was under 10s. a day. We returned to London feeling in the best of health and better fed than on any previous holiday.

The Daily Journeys.

The sisters' daily programme, with the approximate distances of each journey made, was as follows:—

Penzance and Helston	32
Falmouth, Truro, and Liskeard	61
Tavistock	24
Plymouth, Totnes, Paignton, Torquay, and Exeter	62
Axminster	26
Bridport, Dorchester, and Weymouth	38
Wareham, Bournemouth, and Southampton	68
Winchester, Basingstoke, and Reading	54
Maidenhead, Staines, and Hammersmith	42

BAGHDAD FOR HOLIDAYS.

CATERING FOR TOURISTS.

BETTER RAILWAYS AND HOTELS.

BAGHDAD, August.

Many improvements in long-distance travel in the Middle East are announced for the autumn season, when it is hoped that, unless the Syrian troubles intervene, Iraq (Mesopotamia) and Persia will enjoy a record tourist season.

The Iraq Railways announce a speeding-up, as from the current month, of the train service between Baghdad and Kirkuk. The journey between the two cities will now be made in a single night, with sleeping and breakfast accommodation in the train. Improvements in the Baghdad-Hillah-Basrah and Baghdad-Kerbela services are also forecast.

The Nairn Transport Company announces a permanent fortnightly motor-car service between Baghdad and Teheran, connecting at Baghdad with the "Overland Mail" cars from Haifa and Beyrout (Syria).

By means of the railway from Egypt to Haifa, this new service offers a quick land connection between Alexandria, Cairo, and Teheran, British-managed all the way.

German Air Enterprise.

In the air, however, British enterprise has been forestalled by Germany, so far as Persia and Iraq are concerned. The Junkers Company, which has a concession for air travel in Persia, has established services between Teheran and Moscow and points in Western Europe, and is about to open a service between Teheran and Khanig, a town on the Iraq border of Persia connected with Baghdad by rail.

Iraq, thus, for the first time, gets a through aerial service to Europe, but not, unfortunately, at British hands.

Hotel arrangements in Baghdad and other Middle Eastern towns are being much improved with a view to attracting the Western visitor to these countries, so full of archaeological and romantic interest. It is hoped that Western travellers will reward such enterprise by trying a winter holiday of travel in Iraq and Persia.

A KING FOR HUNGARY.

BOY PRINCE OTTO PROPOSED FOR THE THRONE.

ADMIRAL HORTHY'S POSITION.

VIRNA, August 31st.

It is becoming increasingly clear, according to reports from Budapest, that Admiral Horthy, the Regent of Hungary, will retire this autumn, and the Archduke Joseph will be elected Regent on the understanding that Archduke Otto, the fourteen-year-old son of the late Emperor Karl, will be called to Hungary at an opportune moment as King, writes the Vienna correspondent of a Home paper.

Count Bethlen, the Hungarian Premier, the Hungarian aristocracy, and the most influential of the Hungarian and Austrian banking firms, are reported to have approved of the plan.

Archduke Otto, as the world knows, has always been taught to regard himself as the rightful possessor of the thousand-year-old Iron Crown of St. Stephen of Hungary, and even his little brothers and sisters are obliged to call him "Majesty."

Admiral Horthy's position is apparently becoming difficult. He is a Calvinist, and with his intimate friend, the Calvinist Bishop Baltasar, has complained publicly about alleged slights to Calvinists in the army and Government.

Openly Attacked.

In fact, Bishop Baltasar has openly attacked the Roman Catholic Bishop Count Miklos, who is a staunch adherent of Archduke Otto.

The differences between the Roman Catholics and Calvinists are great. The Roman Catholic nobility, however, practically own Hungary. The Calvinists are mostly impoverished gentry. The disputes between the two factions have an important bearing on Hungarian politics.

The ex-Empress Zita and her eight children are living in a small villa in Spain on funds provided by King Alfonso. Archduke Otto will reach his majority at the age of sixteen, according to Hungarian law.

"HIDEOUS ETON CROP FETISH."

FASHION THAT SUITS NO ONE.

BEAUTY MUTILATED.

How much longer will the women of England allow their beauty to be mutilated by the Eton crop? This question is asked in a letter to the Daily Express from an indignant reader.

"Despite repeated rumours to the effect that the hideous Eton crop fetish is dying out," he states, "more and more women and girls seem to be succumbing to an unwholesome desire to deprive themselves of their feminine charm."

"The shingle and the bob are often attractive, but the mannish Eton crop has nothing in its favour, and ought to have died a natural death months ago."

A Bond-street hairdresser expressed equally strong views on the subject. "The Eton crop will never be universally popular," he said. "It is an ugly mode, originated by youthful members of the so-called smart set. Its present apparent revival is probably accounted for by the number of foreign visitors now in England."

"It is a vogue without a redeeming feature," he added. "It suits no woman. While the shingle and the bob become many of our customers, I have never seen any one of them otherwise than ruined in appearance by the crop. It is at present most popular with girls of sixteen and seventeen, and but for their skirts it would often be difficult to determine their sex."

MAN'S GROWING-UP YEARS.

FROM 24 TO 26.

When does a man grow up? The London General Omnibus Company, believing that youths become men between the ages of 24 and 26, when the dawn of responsibility usually takes place, will not accept as drivers men who have not reached the age of 23.

One of the chiefs of the selection staff said to a newspaper representative: "We do not say anything against the young man of 24. We choose men of this age to fill vacancies as conductors. But we will not take them as drivers until they are 26."

At the training school of the company the method of recruiting was explained. Men are examined for physique, height, general appearance, and general ability. Many have failed for saying such things as "Eh?" "What?" or "Pardon?" three times. This is proof that their hearing is not good enough.

The obviously unfit are weeded out, so that only about 20 per cent. of those who apply for jobs are sent before the doctor. Often as many as 50 per cent. of those submitted to this searching test are found to be unfit.

The medical work is in the hands of Dr. Aydon, who served in the Navy, then on Ministry of Pensions work and on the House of Lords Tribunal.

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One morning you will say "Behh! a bit chilly—think I'll wear my Tweed Suit!" But is it really in fit condition to wear? It would be wise to have a look at it now, and if it is creased or soiled—let us call for it and smarten it up. Then you will have it back all ready for the first chilly day that comes along. Even if it is a bit shabby you can make it look good again. **OUR DRY-CLEANING PROCESSES** are very thorough and include the removal of all spots and stains wherever possible every garment treated is carefully pressed and reshaped. All for a small charge.

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BURROUGHS WELLCOME & CO.
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LONDON AND SHANGHAI



SCENE IN HOUSE OF COMMONS.

HOME SECRETARY WARNS
MR. COOK.

MR. JACK JONES SUSPENDED.

August 30th.
The Home Secretary, Sir William Joyson-Hicks, to-day warned Mr. Cook and other leaders of the miners against further provocative speeches, and set very definite limits to "peaceful" picketing. Chief constables of mining districts have asked him what they are to do in difficult circumstances. The Government, he gave the House to understand, are not prepared any longer to allow mobs to threaten miners on their way to work and terrorise their wives at home.

This declaration made the Socialists furiously angry. The Home Secretary, they said, with derision, had no right to give an interpretation of the law. The Liberals joined in the attack.

It was a disorderly sitting from the start. Socialist interruptions of the Home Secretary were almost continuous. One Socialist—Mr. Jack Jones (Silverton)—was suspended; another was threatened with expulsion. Eventually the Speaker threatened to close the proceedings.

This produced peace for a time, and eventually the regulations made under the Emergency Powers Act were continued, in consequence of the coal strike, for another month.

An interrupted holiday and oppressive heat in the House did not improve tempers. The attendance of Conservatives was better than that of the Opposition.

Sir William Joyson-Hicks, in moving the continuance of the Emergency Regulations, said that the mining districts on the whole had been quiet and orderly.

"In spite of the aggravation which came from you," shouted Mr. George Hardie (Soc., Springburn). "We don't want your tribute," added several miner members when the Home Secretary went on to congratulate "the great mass of the miners" for remaining quiet and leaving their case in the hands of their leaders.

Mr. Jack Jones.

This was typical of the interruptions, which grew in number and rudeness. Mr. Jack Jones was soon bawling so frequently that the Speaker ordered him to leave the House.

He did so with reluctance, and on the way shouted insults first at the Speaker and then at Conservatives. "It's a dirty trick," he cried.

"Obey my order," said the Speaker sternly.

Still Mr. Jones dallied and defied. "You are a contemptible lot of cowards," he yelled at the Conservatives, "trying to starve men into submission. One miner is worth the whole gang of you."

At this the Speaker, named Mr. Jones for defying the authority of the Chair.

The Home Secretary immediately moved his suspension, which was carried by 235 to 53, the occupants of the Socialist Front Bench not voting.

For a time the Home Secretary was able to proceed quietly with his speech.

510 Imprisoned.

There have, he said, been only 64 prosecutions during the last month in the mining areas. Since the regulations came into force on May 1st, 2,066 persons have been prosecuted and 1,372 convicted. That did not look, commented the Home Secretary, as if the magistrates were the servants of the Home Office. Of those convicted 207 were bound over, and only 510 had been sent to prison, 105 of them for the maximum period of three months permissible under the regulations.

Few genuine working miners were concerned in any of the disturbances.

The country was enormously indebted to the moral force of the police. They had done their best to prevent disturbances, but when they had to face great crowds of people armed with sticks and stones it was essential to have massed charges.

It was the duty of the Home Secretary to see that the law was obeyed, and that anything illegal—stone-throwing or intimidation of any kind—was stopped vigorously.

At this declaration Conservatives cheered loudly and the Socialists began to get restive again.

Recently, continued Sir William, a difficult question had come before him. He had to consider how far he should advise chief constables to take proceedings in regard to breaches of the peace.

"Peaceful" Picketing.

Some people seemed to have an idea that a peaceful picket might do almost anything short of actual violence. "Peaceful picketing" was permissible only for the purpose of peacefully obtaining information or peacefully persuading any person not to work.

"Booing" at workers is not legal. Violence and intimidation of any kind is illegal whether directed against a man or against his wife or family. "Persistently following or besetting" or watch a miner's house is an offence against the law.

Socialist interrupters tried to turn the point aside with a sneering suggestion that the Home Secretary had no right to interpret the law. Then he proceeded to warn miners' leaders against provocative speeches, and the disorder rose again to such a pitch that the Speaker said: "If hon. members are only prepared to shout the only thing will be to conclude the sitting." For a time order was again restored.

Mr. Cook's Threats.

Then there was Mr. Cook, who represented a million miners and had a great responsibility on his shoulders. There were limits beyond which men should not transgress in their speeches.

(Continued on next column.)

ELECTRICAL FARMING.

MAY BE MADE 50 PER CENT.
CHEAPER.

If experiments which the Electro-Culture Committee of the Ministry of Agriculture are now carrying out prove successful, electrical farming will be a more practicable possibility than was hitherto thought.

According to experiments by the Imperial College of Science, Kensington, S.W., and at the Ministry's research station at Rothamstead, Harpenden, Hertfordshire, current of 1,000 volts or under has the same beneficial effect on the growth of crops and plants as current of 10,000 and 20,000 volts.

If these results continue to be confirmed, the committee hope to carry out further experiments designed to make the electrical cultivation of crops 50 per cent. cheaper than it is with high-voltage current.

By the experiments since 1918 the Electro-Culture Committee have discovered that grain, if given electrical treatment in the early stages of its growth, is made more viable and produces a 10 to 20 per cent. heavier crop.

Network of Wires.

An official of the Ministry of Agriculture said:—

The chief difficulty of the electrical treatment is that it is so costly. Not only is there the great expense of laying mains through the countryside for isolated farms, but, an enormous amount of wire is needed. To stimulate the growth of a crop a network of electric wires has to be fixed above the field where the grain is growing.

However, as a result of the Government's cheap electricity scheme and the experiments of the Electro-Culture Committee with low voltages a practical scheme of electrifying farms may be possible in a few years' time.

By further experiments in applying current at different times and in different ways, the committee hope to increase the productivity of plants and grain by a much greater percentage than the present 20 per cent.

In a speech at Blaenavon (Monmouthshire) on August 15th Mr. Cook said to the police:—

"Police, remember your friends the Tories will not be in power much longer. We are having a Labour Government next. Oh, yes, make no mistake about it. And then we will remember some of them."

"That is not a fair speech to make," said the Home Secretary. "If that does not mean the policemen will be dismissed for doing their duty, I don't know the meaning of the English language."

"The police," continued the Home Secretary, "are doing their best not to come into conflict with the miners."

Other remarks by Mr. Cook to which the Home Secretary drew attention were those made in his recent Midlands tour, "but there are one or two speeches made by hon. members of this House to which I wish to call attention. The hon. member for Leigh (Mr. Tinker, Soc.) made a speech after which disturbances broke out at St. Helens."

Mr. Tinker had no right to dictate to other men as to what to do. He had denounced so-called blacklegs, and said that the authorities were very much afraid to attack him as a member of Parliament. "The hon. member," commented the Home Secretary sternly, "has no right to say things which other men are not allowed to say, and to incite other men to intimidation."

Mr. Mardy Jones (Soc., Pontypridd) had also made a speech before riots broke out near Cardiff, when he threatened the withdrawal of safety men in all pits where "blacklegs" were employed and said: "We are going to have a roll of traitors so that they will be known when it is all over."

Mr. Greenall Warned.

At this point frequent interruptions from Mr. Greenall (Soc., Farnworth) led the Speaker to warn him that unless he kept quiet he would be ordered to leave the House.

The Home Secretary appealed to Mr. Cook not to embitter the situation. He himself had advised the police not to take proceedings unless absolutely compelled. If, however, the safety men were called out from the pits the Government would take all possible steps in their power to prevent the destruction of the mines and the livelihood of the miners by a stupid act of revenge.

Advice To Police.

Mr. Ramsay MacDonald said that the House was not interested in the views of the Home Secretary on what was the law of the land, and asked whether it was true that he had given advice whether prosecutions should take place or not.

The Home Secretary at once replied that chief constables were responsible for instituting prosecutions, but when a chief constable asked for advice he gave it. He helped a chief constable; he did not direct him.

Capt. Wedgwood Benn (Lib., Leith) said it was an indecent sight to see a Minister who had the power also of initiating a prosecution and acting as a judge; and Sir Henry Blesser (Soc., Leeds) also questioned the Home Secretary's interpretation of the law.

But after some further debate, during which Mr. Tinker said that he was prepared to stand the racket if what he had said brought him within the law, the Attorney-General (Sir Douglas Hogg) supported the Home Secretary with the full weight and authority of his great legal position. He emphasised the fact that the mere assembly of a large number of people to witness the return of men to work, even though such people are unarmed and show no actual violence, may constitute an act of intimidation and be therefore illegal.

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[A.P.]

[1725]

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HONGKONG

WHY YANG SEN CHANGED.

THE MYSTERY UNRAVELLED

Our representative had an interesting interview with a Wansien resident who was there throughout the incidents connected with the seizure of the ships by Yang Sen, the naval rescue party's operations, and the subsequent events until his escape from Wansien after a reward had been placed on his head.

From his point of view Yang Sen was led to this extreme step by degrees and it was no sudden change of attitude. He had been in trouble with shipping on the Upper Yangtze for some time. First and foremost was his trouble over the quantities of arms that were being smuggled up river to his enemies in Szechuan. This was a constant source of friction. Added to this were the constant brushes with the Custom House authorities over the opium cargoes Yang Sen was sending down river; the irritation over taxes and dues imposed on cigarettes and shipping which anchored in Wansien—each ship that dropped anchor having to pay a due to Yang Sen of \$300 over and above the Custom's dues—and that he was irritated by the refusal of some ships to carry his men while all the time for months past, steamships flying various flags had been carrying his soldiers up an down river and receiving payment for it.

The story as given to our representative is a most interesting one, and fills in the blanks, so to speak, which our previous reports on the Wansien episode of necessity showed. In connection with the seizure of the Wansien he heard that the Captain had declined to pay Yang Sen's dues because on a previous trip he had carried Yang Sen's soldiers as passengers and no payment had been made. This is the story current in Wansien. On the Captain's refusal to pay, 200 men were put on board, and after that episode the Commander of H.M.S. Cockchafer took steps to try and insure the safety of the officers and men. This occurred on Friday, August 27th.

The Start.

On Sunday, August 29th, our informant saw the s.s. Wanliu arrive flying distress signals. Soon afterwards he heard machine-gun fire. Crossing the river he went on board the *Ling* which had followed the *Wanliu* up river. On the way he was held up by soldiers who threatened to shoot him for no ostensible reason. Then, he saw soldiers at the double taking up positions in open formation on the foreshore with their rifles pointed at the *Cockchafer*. These were men who had just disembarked from the *Ling*. At this point in the proceedings the *Wanliu* heaved up anchor and steamed away. When he got on board the *Ling* the Captain informed him that the s.s. *Wanliu* was reported to have sunk two sampans and one junk of soldiers including a few thousand silver dollars. He also remarked that he had not seen any overturned sampans, etc., but he had seen the s.s. *Wanliu* refuse to stop and pick-up soldiers at Yunyang, thus he had had to pick them up, our informant continued.

On the S.S. "Wantung."

"On Monday, August 30th, I went on board the s.s. *Wantung*. Directly afterwards the soldiers drove my sampan men away thus depriving me of means of transport ashore. I spoke to the Captain about it and he replied that he, with his ship, had been detained by General Yang Sen owing to the s.s. *Wanliu* affair. A little later about two dozen soldiers came and surrounded us and the Captain and the others were pointed out to them separately. We were then informed that we were not allowed to move. We were not even allowed to go to the bathroom of the cabin. On this I made a request to the soldier in charge that permission should be granted for these purposes and it was given us. Since then I have learned that the soldiers would not allow the officers to eat or sleep because they would not supply them with cigarettes. These soldiers made many insulting remarks and poked their bayonets at us; they also stated that they intended to shoot us so soon as the gunboat fired on the city, and then they were going to throw our bodies into the river. After five hours, during which time the soldiers had taken the life-buoys and life-belts away from the sides so that we could not take them and jump overboard, a request was made to Yang Sen for my release, and it was granted.—Central China Post.

"LOOKING ON IN HONGKONG."

By Winifred Lechmere Clift. Messrs. Kae Shean Co., 50, Queen's Road Central, Hongkong. Price, \$1.00.

In these days of mental appetites jaded with sensational fiction bearing the "stamp and seal" of Hongkong, somewhat like a refreshing draught of spring water comes this little collection of personal sketches, trifling incidents woven into story form, and miniature essays of a meditative and religious nature, from the gifted pen of a "looker-on" who very evidently knows her Hongkong much more truly than most of those who attempt to trace on paper glimpses of its everyday life. A vein of rippling humour weaves well with the seriousness of expression, and the writer's ideal of Christian appeal is so honestly and naturally sought after that it could not be cavilled at even by those not "religiously inclined." A little serious thinking as to the "why and wherefore" of our being never comes amiss with the descriptions of Christmas season, as a souvenir of which the book will come as a most acceptable gift for friends "at home." Readers who have already enjoyed the descriptions of missionary life in "The Very Far East" and other of Mrs. Lechmere Clift's publications will find more than mere pleasure in this, her newly-woven garland of jolly yet helpfully simple thoughts, which is obtainable at all booksellers.

HONGKONG IMPORTS.

FORTNIGHTLY REPORT OF CHAMBER OF COMMERCE.

The Fortnightly Price Current and Market Report, published by the Hongkong General Chamber of Commerce, states:

COTTON PIECE GOODS AND FANCY COTTON GOODS.—Market still remains very depressed with very little cargo moving. No sales of any description have been reported. Whilst Eg. Sakel is only slightly lower, Mid. Amer. shows a big decline. Latest quotations are those of the 23rd inst. Eg. Sakel. 13.00d. Mid. Amer. "Spot." 9.03d.

COTTON YARN.—The situation of our market has remained unchanged and no business of any importance has been done. Quotations are purely nominal: No. 10s. \$145/175; No. 12s. \$155/170; No. 14s. \$170/175; No. 20s. \$180/185. Arrivals: 1,300 bales. Shipments: Nil. Sales: Nil. Unsold stock: 10,200 bales. Bargains: 8,500 bales.

WOOLLEN.—No change. Nothing to report.

RAW COTTON.—No sales to report.

WAX.—Market dull, no business reported.

FLOUR MARKET.—Stocks: About 45,000. Market: Quiet. Quotations: American Patent, \$4.90 per sack; American Straight, \$3.45 per sack; American Cut off, \$3.45 per sack; Australian No. 1, \$3.70 per sack; Canadian Cut off, \$3.00 per sack; Canadian Straight, \$3.08 per sack; Canadian Mixture, \$3.00 per sack; Canadian 2nd Clear, \$2.90 per sack. No change in last three quotations.

WINDOW GLASS.—Market dull.

SUGAR.—Market active and advancing.

SALT PETRE.—No. 1 stocks: 12,000 bags. No. 2 and No. 3, market continues dull since last report.

HONGKONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

SEPTEMBER 25TH, 1926.

Banking Bank	\$1,090 sa.
Do. London	\$121 nom.
Chartered Bank	\$21 buy.
Mercantile Bank, A. & B.	\$204 nom.
Do. C.	\$213 nom.
P. & O. Bank	\$24 buy.
Bank of China	\$111 nom.
Canton Insurance	\$325 sel.
China Underwriters	\$14 nom.
North China Insurance	\$125 nom.
Union Insurance	\$283/4 sa.
Yangtze Insurance	\$35 buy.
China Fire Insurance	\$300 buy.
Hongkong Fire Insurance	\$395 buy.
Douglases	\$37 buy.
H.K. & M. Steamboats	\$374 buy.
Hongkong Tramways	\$14 buy, 23 sa.
Indo-China (old)	\$43 buy.
Do. (new)	\$44 buy.
Shell Transports	\$40/ nom.
Star Furnace	\$65 buy.
Waterboats	\$15 nom.
China Sugars	\$21 buy, & sa.
Malayan Sugars	\$36 nom.
Benguet	\$14 nom.
Kallian Mining A.	\$40/ sel.
Langkats (combined)	\$123 buy.
Do. (single)	\$114 buy.
Shanghai Extractions	\$14 5 nom.
Shanghai Loans	\$14 7 nom.
Ranbs	\$44 nom.
Tromoh Mines	\$30/ buy.
Ural Caspians	\$9/ nom.
H.K. & W. Dock	\$118 buy.
H.K. & W. Dock	\$584 buy.
Hongkows	\$170 buy.
New Engineering	\$115 10 buy.
Shanghai Dock	\$115 buy.
H.K. & S. Dock	\$102 buy, 101 sa.
Hongkong Land	\$81 buy, 8/62 sa.
Hongkong Realty	\$74 nom.
H.K. Territorial	\$44 sel.
Humphreys Estates	\$134 buy.
Prince's Buildings	\$29 nom.
Rural Land	\$14 nom.
Ewo Cottons	\$115 82 buy.
Oriental	\$115 24 buy.
Shanghai Cottons (old)	\$115 51 buy.
Do. (new)	\$115 26 buy.
China Buses	\$115 104 nom.
Hongkong Tramways	\$115 25 buy.
Peak Trams (old)	\$115 25 nom.
Do. (new)	\$115 25 nom.
Hingapore Tractors	\$115 6 buy.
Taxis	\$115 3 sel.
Amusements	\$115 12 buy.
Canton Leds	\$115 77 buy.
Cements (combined)	\$115 124 buy, 124/13 sa.
Do. (old)	\$115 12 nom.
Do. (new)	\$115 12 nom.
China Lights (combined)	\$115 124 buy, & sa.
Do. (old)	\$115 124 buy, & sa.
Do. (new)	\$115 124 buy.
China Refrigerators	\$115 30 buy.
Constructions	\$115 17 buy, & sa.
Dairy Farms	\$115 38 sel.
Der A Wings	\$115 65/66 sa.
Hongkong Electric	\$115 35 nom.
Macao Electric	\$115 35 nom.
H.K. Ropes (combined)	\$115 35 sel.
Do. (old)	\$115 35 sel.
Do. (new)	\$115 35 sel.
Lane Crawford	\$115 39 nom.
Mackintoshes	\$115 39 nom.
Singapore	\$115 39 nom.
United Assurance	\$115 39 nom.
Watsons (old)	\$115 39 nom.
Wm. Powells	\$115 39 nom.
Buy—buyers; sel.—sellers; sa.—sales nom.—nominal.	

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C2—Bowen Road, 6 rooms	\$225 & taxes
L1—Chatham Road, 12 rooms	\$500
W4—Babington Path	Flats \$100/125
L1—Cameron Rd., 3 rooms, Tax 13% & \$35	
X1—Macdonnell Road	\$158/174
C2—Bowen Road, 3 rooms	\$110/120
A1—May Road, 5 rooms	\$218/240

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T4—Kowloon Flat unfurnished.
G6—6/8 room, Mid-level, Hongkong.
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M4—6 roomed house above Bowen Road.
C4—Furnished flat above Bowen Road.

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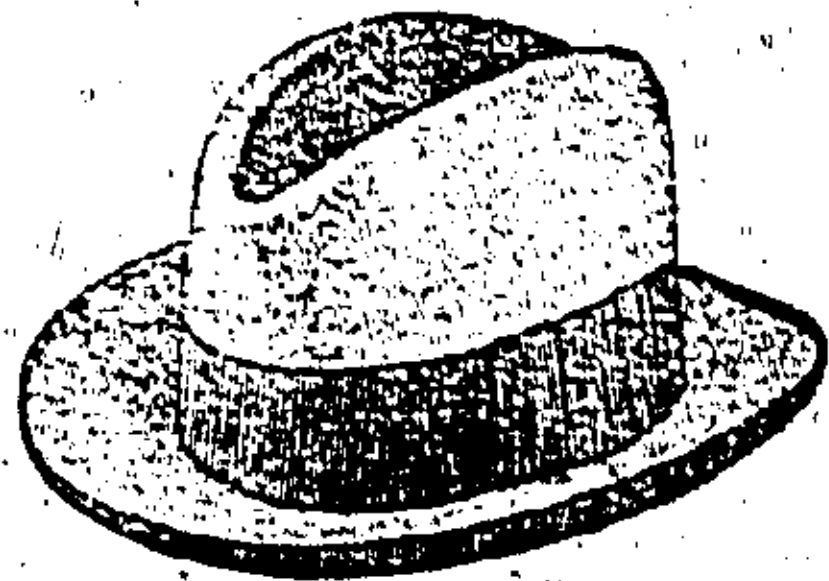
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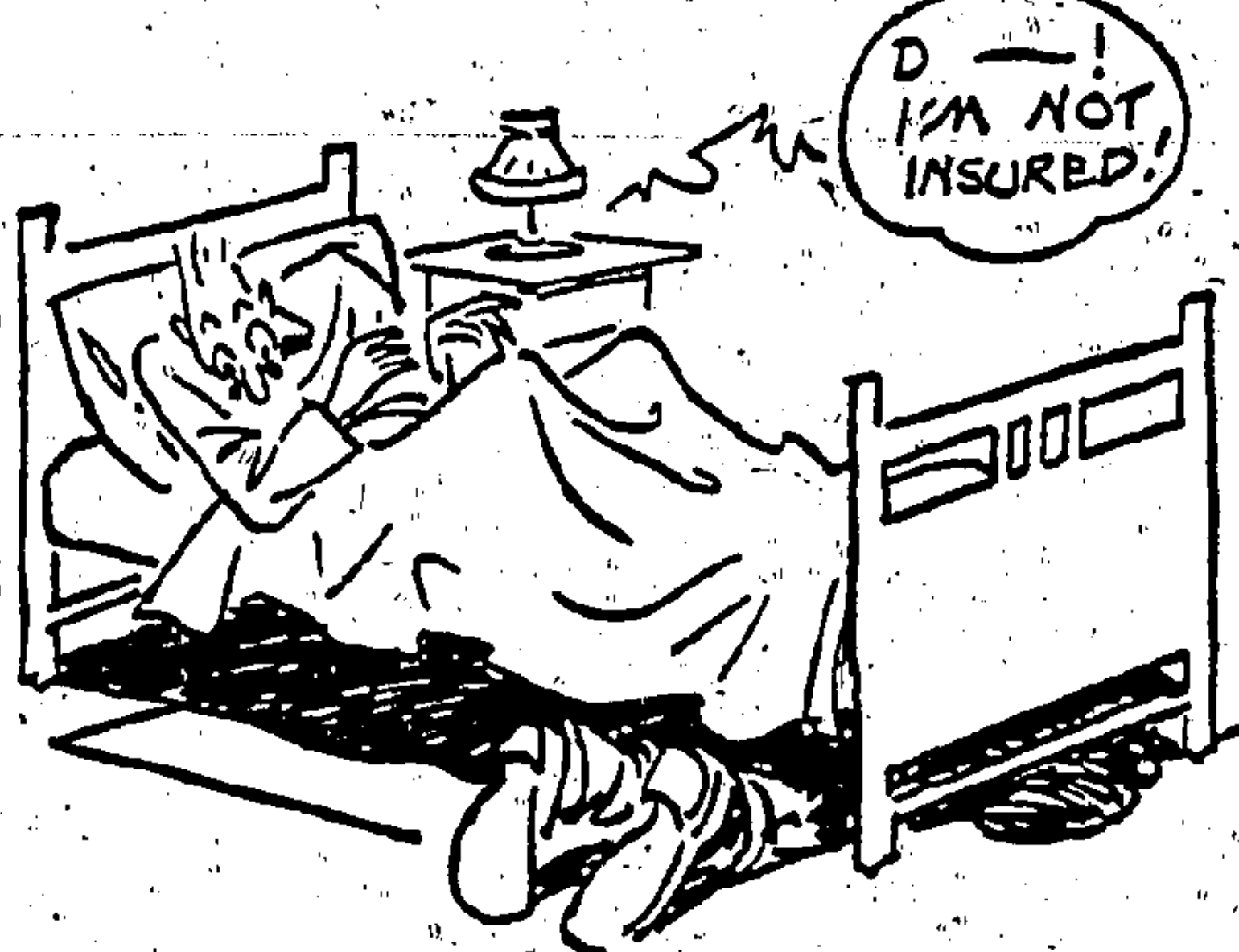
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HONGKONG.

TYPHOON JUST MISSES HONGKONG.

WIND'S VELOCITY 100 MILES AN HOUR.

EUROPEAN SWEEPED INTO THE SEA AND DROWNED.

FINE RESCUE WORK BY THE "KAU SING."

SEVERAL SHIPS DRIVEN ASHORE.

For the third time this season, Hongkong yesterday narrowly escaped an extremely severe typhoon, which came upon the Colony with unusual suddenness. On Saturday it was as far away as the Philippines, and on Sunday it was still outside the 600 miles radius. Later in the day it developed with amazing rapidity and a series of warning signals followed throughout the night, the final warning being hoisted at 6.37 yesterday morning.

Fortunately, however, the typhoon veered south-west and passed within a few miles of Gap Rock, leaving in its wake a severe gale which raged for several hours. The highest velocity of the wind was 100 miles an hour, while the other squalls were of such intensity that had the full force of the typhoon struck Hongkong it would have spelt disaster.

The business of the Colony was paralysed for practically the whole day. The Peak and outlying districts were isolated, owing to the suspension of the tram services; while, owing to the terrific seas, crossing of the harbour was impossible. The Kowloon-Canton Railway also suspended operations during the morning.

With regard to the Harbour side, the Government rescue tug, *Kau Sing*, fully justified her title of "Save Life." She was on duty from 2.30 a.m. until late yesterday afternoon, and during this time she was the means of saving no fewer than 34 lives of Chinese from capsized sampans. She also towed a steamer off the beach at Stonecutters and also stood by other distressed steamers and rendered assistance wherever possible. Several vessels got into difficulties, two were still ashore last evening, and two others, which had dragged from their moorings earlier in the day were lashed together off Green Island. The Revenue tug, *Xuany Lee*, also saved the lives of several Chinese boatpeople.

There were, fortunately, very few fatalities, the outstanding tragedy being the death by drowning of Mr. Jan Blankenvoort, a supervisor at the Netherlands Harbour Works at North Point. He went out on the Reclamation front early in the morning and was swept into the sea by a gust of wind. Two Chinese, a woman and a small girl, were killed by electrocution in Yaumati.

No serious damage was experienced either on the Island or on the Peninsula. A few houses collapsed in Kowloon City, scaffolding and signboards, were wrenched from several buildings, a few roofs were blown away, matcheds were twisted and levelled to the ground, and in many parts of the Colony trees were uprooted.

Full details of the typhoon will be found below:—

OMINOUS FOREBODINGS.

THE RUSH FOR THE TYPHOON SHELTERS.

The sultry atmosphere which continued all day on Sunday foretold the coming of the typhoon. The heat was intense; it hung over the whole island like a pall, ominous and weird. There was scarcely a breath of wind, and what existed was heated as if it emanated from a cauldron or moved from a burning desert. During the day the temperature was 92 degrees and at 11 p.m. it was 88. Now and again a few drops of warm rain spluttered from the leaden sky, and the wind rose, but it was parched as it had been previously during the day.

Breaking the weird silence of the night the warning call of hooters shrieked on the sea—the hooters of tugs calling on the occupants of sampans and junks to hurry to the typhoon shelters. The quiet harbour was transformed into a scene of hurrying and scurrying; strident voices rose on the air, a furious and exciting struggle had begun. Ever and anon the hooters shrieked sending the warning far away. Verily, they reached the little bays far away from the Hongkong harbour. It was a sight worth watching. The yulohs were never manipulated faster, the oars were never plied with greater vim, the race was a great race.

All through the night the hooters shrieked, all through the night the tugs raced hither and thither, all through the night towing the small craft into the safe anchorage. When the wind rose in the grey dawn, all the craft in the harbour were safe, huddled together in the shelters at Causeway Bay, Yaumati and Shaikwan, packed together indiscriminately, and the strident voices of their occupants louder than the wild wind. Thanks to the warning of the tugs, thanks to the efforts of the men who manned them, to-day the small craft will go out again into the hazy sea.

THE DESERTED CITY.

BUSINESS PRACTICALLY AT A STANDSTILL.

The City and its environs presented a deserted appearance throughout the morning, and not only were the majority of the big European and Chinese establishments closed, but except in sheltered streets, little shops kept their doors closed and their shutters up. Owing to the suspension of all means of conveyance except by motor-cars and rickshaws business men could not get to their offices until late in the afternoon when the tramway and ferry services were resumed.

Even garage proprietors were in the early morning reluctant to hire their cars out, and even when the wind abated in its velocity chauffeurs had to drive with care. The hoods of all cars were lowered and passengers had to contend with a continuous drizzle of rain. Rickshaws were scarce and the coolies had to travel at a walking pace. Often it necessitated two coolies for one ricksha.

The Peak was isolated from the City until about 1.30 p.m. when the tram service was begun. At about the same time

the lower level trams started but it was not until an hour later that the full service was put on.

Courts Adjourned.

There were scarcely any Europeans in the Law Courts until the afternoon. The Criminal Sessions which should have been continued before the Chief Justice, Sir Henry Gollan, were adjourned until to-day. In the absence of Mr. R. E. Lindell, the Senior Magistrate, Major C. Wilson took all the cases at the Central Magistracy in the morning. There was no sitting of the Court in the afternoon. Kowloon Court was unable to sit until late in the afternoon. Many of the cases at the Central Magistracy had to be postponed owing to witnesses being prevented from attending; while at the Kowloon Court a case (reported elsewhere) in which the master of a local steamer is concerned was also adjourned as he could not leave his ship.

The Ferries.

Kowloon was totally isolated from Hongkong until about 2 o'clock when the ferries were put on. Throughout the morning the seas were running high, and it would have been suicidal to attempt a crossing. Crowds of Kowloonites, however, arrived at the wharf, and the majority of them retired until such time as the tempest abated. The first ferry carrying only employees of the Star Ferry Company left Kowloon Wharf at about 1.30 p.m. In spite of the hazardous sea and the strong current an excellent crossing was made.

Scuffling Newsboys.

At the Hongkong Wharf, a crowd of newsboys awaited the ferry, and when she was tied up against the wharf a scramble ensued. So eager were they to get on board, and so jammed together with their bundles of newspapers under their arms, that a free fight almost took place. They were as eager as freebooters boarding a galleon. Once on board, their excitement relaxed, and their anger disappeared. But one could easily imagine with what eagerness they disembarked at the other side, and engaged in another scuffle.

A Good Crossing.

All this time the black cross was still floating over Kowloon Observatory, and the ferries were flying the Red Flag, signifying that they were likely to stop at any moment. When at about 1.55 p.m. the *Morning Star* tied up at the Kowloon Wharf there were hundreds of persons waiting to get across. A full complement of passengers was taken on, and the ferry boat with her awnings off started away. Rolling heavily, and at times sidling perceptibly, buffeted, and steaming with all her capacity she crossed in good time. Almost before she was tied up the third-class passengers jumped on to the wharf and those on the upper deck scrambled over the rails. The landing had, however, been as neatly accomplished as if it were in a quiet sea. The red flag was lowered at 3.15 p.m. and thereafter the ferries continued running throughout the day. When the red flag was pulled down the motor-boats also began running.

Trains Stopped.

The train service on the Kowloon-Canton Railway was suspended until 3 p.m. when the down train from Sunchun was put on.

SAD FATE OF EUROPEAN.

SWEEPED INTO THE SEA AT NORTH POINT.

The outstanding tragedy of the storm occurred at North Point in the early hours of the morning when Jan Blankenvoort, a Dutchman, employed as European supervisor of the reclamation works there met his death by drowning.

Accompanied by an Indian guard the unfortunate man went out on the foreshore at 2.30 a.m. to batten down the reclamation gear, and on nearing the edge of the sea-wall, a strong gust of wind blew him off his feet and carried him bodily into the water. Rescue was hopeless but the Indian guard quickly unrolled his turban, and with a piece of wood to weight one end down cast it into the water. But by this time the unfortunate man had been carried away in the darkness.

Mr. Blankenvoort came to Hongkong about two years ago after having been employed by the Netherlands Harbour Works for many years in many parts of the world. He was about 48 years of age, and leaves a widow and family at home in Holland.

Fatalities in Yaumati.

Just after 9 a.m. two Chinese, one a sampan woman and the other a small girl were killed by electrocution in Shang-hai Street, Yaumati, owing to electric light wires having blown down. Both were killed at the same spot within a few moments of each other.

A Punjabi soldier got entangled in some wires at Granville Road and was admitted to hospital suffering from shock.

VERY LITTLE DAMAGE.

HOUSES COLLAPSE IN KOWLOON CITY.

No serious damage was caused either on the island or the peninsula. A few rickety Chinese houses collapsed in Kowloon City but the occupants escaped without injury.

In all parts of the Colony trees were uprooted and on the Magazine Gap Road two telephone standards were blown down.

Scaffolding in many places was wrenched away, and in particular at the Peninsular Hotel, Kowloon, and at the block of flats next to the Peak Hotel.

Police Station Damaged.

The matcheds at the Children's Playground, Chatham Road, and the Baseball stand at Happy Valley were completely wrecked. The Police Sub-station in Wongsichong Gap had its roof blown completely off, and the wreckage was carried away a distance of about a hundred feet. A big tree near the Bay View Police Station was blown down and blocked the roadway. Owing to the comparatively small rainfall there was a welcome absence of the usual deposit of silt across the tracks, except in the Happy Valley district, where the lines were again blocked at Wongsichong.

Staircase Blown In.

The staircase leading to the first floor of No. 50, the Central Praya, was blown in and wrecked by the wind. None of the inmates were injured.

Near the Yaumati Ferry Wharf, on the Central Praya, a heavy gangway plank was lifted by the waves and deposited some distance from the edge of the sea-wall. The waterfront at this spot was littered with jetsam and refuse thrown up by the waves. Two huge concrete blocks were floating alongside Queen's Pier and another at Blake Pier.

Wreckage In The Sea.

No reports were forthcoming as to whether any sampans or junks had foundered but wreckage seen near the Praya walls had the appearance of being remnants of small sea-craft. Several junk mast poles were to be seen floating on the sea.

Some of the wooden structures on the Praya reclamation were badly twisted and the market at Wanchai experienced a severe buffeting.

Excepting for minor occurrences nothing serious occurred at Aberdeen, Shaikwan and the outlying villages.

"KAU SING'S" EXISTENCE JUSTIFIED.

PULLS SHIP OFF SHORE IN HEIGHT OF STORM.

RESCUES 34 PEOPLE FROM DROWNING.

The Government rescue tug, *Kau Sing*, which was the subject of so much criticism on the occasion of the last typhoon, fully proved yesterday that her existence as a rescue tug is justified and that she is worthy of her name, "Save Life." She was responsible for pulling one ship off the shore at Stonecutters Island, rescuing no fewer than 34 Chinese boatpeople from capsized and water-logged junks, and also doing much other useful work in patrolling the harbour and visiting other distressed vessels.

The *Kau Sing*, which was in charge of her recently appointed master, Mr. J. R. G. Wyatt, went on duty in the early hours of yesterday morning, although she was standing by for several hours previously and remained on duty until late yesterday afternoon, even leaving her buoy after five o'clock and all danger past, to render assistance in conjunction with the *Henry Rawet* (the Kowloon Dock salvage tug) to two distressed vessels lashed together off Green Island.

The "Sui Tai" Pulled Off.

During the middle of the storm it was observed from the *Kau Sing* that the a.s. *Sui Tai*, one of the Hongkong, Canton & Macao Steamboat Company's steamers, laid up at Stonecutters' was in difficulty. The vessel had dragged from her moorings, and was partially beached on the Island. The *Kau Sing* promptly proceeded to her aid, and pulled her off to a safe anchorage again. The *Sui Tai* is a steamer of 1,610 gross tons, and 1,003 net tons, built in 1893 in London.

Boat-People Saved.

While patrolling off Green Island at 2.30 a water-logged cargo junk, No. 0393, was seen to be capsized in the western end of the harbour. The *Kau Sing* was able to rescue the whole of the crew of 29 clinging to her. No sooner had the crew been taken off than the junk vanished below the surface. Five other boat-people were also rescued by the *Kau Sing* from a capsized junk which was lying off Sham Shui Po, in the Central Fairway.

Well Pleased.

Speaking to a *Daily Press* representative yesterday regarding the work of the *Kau Sing*, Lieut.-Comdr. G. F. Hole, R.N. (Harbour Master) said "I am very pleased with what the *Kau Sing* has done. She has certainly justified her existence, despite the fact that she is a bad boat to handle. Her new master is getting more and more used to her as he gains experience in her handling. She will, however, always behave badly. She will always be a bad boat to handle by reason of being a single screw vessel. I am, however, very pleased she was able to rescue 34 lives, saved during the middle of the storm, and was also able to pull off a distressed steamer."

Difficulties in Communication.

Our representative was also informed that communication was kept up with the *Kau Sing* as much as possible. Constant communication was not possible owing to the wireless mast at the Water Police Station, Kowloon, having been blown down. The *Kau Sing* is fitted with a short length wave wireless and also with a 500 metre wave-length set. If the breakdown had not occurred at the Water Police Station the short wave-length would have been used, but in view of the unforeseen accident, the longer wave-length had to be restored to. This is used for deep-sea work, and this meant that messages had to be sent and received via "Radio." There was often much delay in the sending and receiving of messages, which caused considerable annoyance. In one case a message was delayed for 14 hours, much to the concern of those attempting to keep in constant communication with the *Kau Sing*. On the whole, however, everything worked very well, and all concerned are to be congratulated on their efforts to do that was possible to render aid.

HARBOUR SCENES.

THE DISTRESSED VESSELS.

SHIPPING DISORGANISED.

A heavy, tossing and swift running sea, dashing its white capped waves over wharves and to the top of the Praya wall, was the scene in the Harbour yesterday morning.

As in the case of the previous typhoon this year, the Harbour presented a desolate appearance. There were about a dozen mercantile marine vessels in port at buoys, and also H.M.S. *Vindictive* and H.M.S. *Carlisle* at their respective buoys. Otherwise the waterfront appeared deserted. Sampans, motor-boats and ferries, were, of course, in shelter, and it was not until late afternoon that the harbour at all began to assume a more normal appearance, and then it was only the steam and motor craft which ventured out from shelter to contend with the heavy swell which did not subside until the blow had blown more or less itself out.

Mails Held Up.

Sailings of several vessels were necessarily postponed, several due with mails and passengers failed to arrive, and are now due to-day, among them being the *President Garfield*, the *Van Cloon*, *Soochow* and *Taino Maru*. All these were due from the North. The inability of these vessels to enter port (some of them did not reach as far as Hongkong, owing to the effect of the typhoon) meant that there was no inward mails, and also held up the despatch of outward mails for yesterday, some intended for the same vessels. This will mean that to-day the General Post Office Mails Department will be exceptionally busy making up lost ground, as they will also have to deal with mails due to-day by the *Angkor* from the South and the *President Jackson* from the North, and despatch several additional mails to-day as well, in accordance with the mail list. It will depend entirely on the weather whether advertised steamers will leave to schedule. It is possible, that owing to the unavoidable delay in arrival they will be late in getting away from Hongkong, but both the shipping agents and the Post Office on their part will do their best to keep the vessels sailing to time as far as possible. The *Angkor* is on the way from Saigon, and was due to-day. She is not now expected until to-morrow.

(Continued on page 6).

No Arrivals.

The shipping statement at the Harbour Office yesterday morning showed that between 9 a.m. on Sunday and 9 a.m. yesterday only two vessels had arrived in port. These were the s.s. *Hanyang* (British) from Shanghai and Amoy, with no cargo; and the s.s. *Sui Fik* (Chinese) from Sha U Chung with 27 piculs of general fruit and vegetables. These vessels arrived during the latter part of Sunday and had already taken their place in shelter by yesterday. At 9 a.m. yesterday there were 41 vessels notified as being within the harbour limits, of which 17 were British. The tonnage represented by the two arrivals mentioned was 1,335, of which the British vessel made up 1,207 tons and the Chinese steamer 128 tons. There were eight clearances announced, it not being certain whether all these departed. These were a Japanese steamer for Swatow, a Chinese boat for Sha U Chung, a Japanese steamer for Singapore, one American vessel for Shanghai (did not sail), one French for Haiphong, one Chinese for Kwang Chow Wan, one British for Amoy and one Japanese for Takao.

At the Buoy.

The following vessels were at buoys yesterday morning during the typhoon:—*Tijmanuck* (Dutch), *Apoey* (British) and *Cherish Mura* (Japanese) at Typhoon buoys; *Sinkang*, *Kingyuan*, *Kiungchow*, *Kuanyehow* and *Hanyang* (all British) and the *Heiryo Maru* (Japanese) at Ordinary buoys. The other steamers, excluding those not laid up or in dock, left their mooring and went to Junk Bay shortly before the firing of typhoon warning gun at 6.45 a.m.

In Distress.

Various big ships were helped, among those reporting themselves in distress being the s.s. *Ling Nam*, the s.s. *Peking* in Kowloon Bay; the s.s. *Wing On*, in Kowloon Bay; and the s.s. *Sui Tai*, near Stonecutters. All these were given assistance, the last named sending out a wireless message just at ten o'clock saying she needed immediate help. The *Kau Sing* was instructed to proceed to her at once, and did so, pulling her off the shore, as reported elsewhere.

The "Confucius."

The s.s. *Confucius* (Chinese registry) of with a net tonnage of 1,588 tons went aground at Kowloon Bay. During the first typhoon of the season (in July) the same steamer was also in difficulties but was eventually pulled off. At 2.15 p.m. yesterday she was "fairly high up" out of the water, just outside the Kowloon Dock at Hunghom and appeared to be in a bad way. Even then conditions were such that immediate assistance was well nigh impossible. In the mist it was difficult to see if any other of the many ships which had gone there to weather the storm had got into danger. The *Confucius* was formerly one of the "Lakes" boats operated by the U.S. Shipping Board on the feeder service and was sold to a Nam Pak Hong rice firm a year or two ago.

The "Sun On."

The s.s. *Sun On*, built in 1893, and of 134 tons net went ashore close to the works of the Green Island Cement Co., Hok On. The *Sun On* was anchored in Kowloon Bay, but broke away from her moorings through the force of the gale and drifted seaward until she beached herself, as stated.

To Be Removed.

It was ascertained late yesterday afternoon that the agents of the *Confucius* had been instructed to remove their vessel. The Harbour authorities had not been able to find any trace of the agents of the *Sun On*, and therefore the Harbour Master gave instructions for the vessel to be dealt with as an obstruction and gave orders for its removal accordingly.

The "Milton" and "Tangistan."

During the morning the s.s. *Tangistan* (2,679 net tons, built in 1901 by Ramage and Ferguson, Leith for the Oriental Navigation Company) and the s.s. *Milton* (British) registry, of 2,322 net tons, built in 1903 at Glasgow broke away from their moorings and drifted together to the western end of the harbour, off Green Island. When the *Kau Sing* visited them they were lashed together, the only thing possible under the circumstances, and they remained in this position all day. Late in the afternoon, instructions were given for the *Kau Sing* to proceed to the spot and render any necessary assistance that might be required to the *Henry Kewick* (Kowloon Dock salvage tug) which had been instructed to go there and assist the vessels back to the harbour. The *Milton* arrived in port last week from Home and possibly would be able to assist in getting back, but the *Tangistan* which is a locally owned boat, has been laid up for some time and would be helpless.

Yacht Missing.

Mr. E. M. Raymond, of Messrs. Moxon & Taylor, reported to the police yesterday morning that his yacht, the *Lady Jane*, was missing from between Repulse and Deep Water Bays, where she had been anchored. It was believed she would probably be in difficulty, and assistance was asked for. Three Chinese (the crew) were on board at the time. Since this report was made nothing further has been heard concerning the yacht.

The River Steamers.

The river steamer sailings, both to Canton and Macao, were suspended yesterday. The s.s. *Lungshan* was to have left for Canton yesterday morning, but was unable to do so, proceeding with the other river steamers, both of the Hongkong, Canton and Macao Steamboat Company, and other companies, to shelter behind Stonecutters in the early hours. The s.s. *Fatshan* will make the trip this morning to Canton, returning here tomorrow. The *Lungshan* will lay up until tomorrow morning. The *Tai-shan*, on the Macao run, could not leave here yesterday, but will do so this morning, and the *Kinshan*, which should have left Macao yesterday, will be here this morning.

Revenue Launch Bascos.

The Revenue Launch *Kwong Lee*, under the command of C.P.O. Clarke, left Hongkong in the early hours of yesterday for shelter at Taun Wan. While there the members of the crew rescued five Chinese men who were clinging to the bottom of a capsized sampan. There were seven Chinese, but two of them were drowned. The survivors were brought back on the *Kwong Lee*, which reached Hongkong yesterday afternoon. They were then handed over to the Water Police.

H.M.S. "Ambrose."

H.M.S. *Ambrose*, which is undergoing repairs and overhaul and has, therefore, no steam, was anchored in mid-stream and got into difficulties off the Kowloon Naval Yard camber. She was taken in tow by two of the big naval tugs, and, in the safe care of these, rode out the remainder of the storm. About 1.30 the *Ambrose* was towed across the Harbour to the Naval Yard.

Miscellaneous Cleanings.

The s.s. *Pekin* dragged anchor and drifted in the same vicinity, but a later report stated that her anchor was holding.

Nine cargo boats drifted towards the set wall near the Harbour Office. Help was immediately sent and they were secured by ropes until the force of the wind died.

A small trading junk, No. 03773, was wrecked at 5.30 yesterday morning whilst lying anchored and off the Praya at Kennedy Town. Lifted on the crest of a gigantic wave, it was dashed against the seawall, and broke up into fragments. The crew, who had clung to their craft and remained on board to the last, were thrown to the water but were all rescued. Police Sergeant Simpson, from the West Point Police Station, threw a rope into the water amongst the victims and one by one the five members of the crew were hauled into safety.

Three junks went ashore at Stonecutters. At about half-past eleven yesterday morning, several small launches were seen scurrying about the harbour endeavouring to make for shelter. One small craft, the *Hung Fat*, attempted to go alongside the Douglas Wharf, on the leeward side, but was prevented therefrom by the choppy state of the water. Finally, facing the strong wind, it went eastwards in the direction of the Causeway Bay refuge.

A second launch made a similar attempt to go alongside Blake Pier, after having proceeded with extraordinary speed before the wind from the east side of the harbour, but it also had to abandon the attempt and to head again, for the east, rolling heavily in the rough seas.

A large crowd witnessed these incidents from the Praya wall.

Gunboat's Experience.

The small French gunboat *Argus* went through an exciting experience during the worst period of the "blow." Moored in the man-of-war anchorage, she was blown inshore very near the Naval Dockyard wall, but the crew, successfully rode her through the storm. She did not escape unscathed, for one of her masts was brought down and with it the wireless installation.

The Hongkong and Whampoa Dock Company's tug *Henry Kewick* and *Edith* were securing around the harbour to see if they could render any assistance, also a tug from the Standard Oil Company.

Ferry Pontoons Smashed.

In addition to the high seas running, embarkation on the ferries when they commenced running was rendered more difficult by reason of the fact that the floating pontoons on the Hongkong side were smashed as a result of the severe buffeting of the waves, also the main floating pontoon at Kowloon. The tank of the latter was damaged and leaked considerably. An electric pump has soon got to work and kept pace with the flow of water eventually getting it down to a level of water (by two o'clock). A temporary structure was erected for landing and disembarking on the Hongkong side.

THE TRACK OF THE TYPHOON.

WIND VELOCITY 100 MILES AN HOUR.

The following is the official report issued by the Observatory yesterday morning by the Royal Observatory:—Until shortly before eight o'clock on Sunday night the typhoon was heading for Amoy, but it then took a sudden turn to the westward and passed close to the Pratas. At 8.30 yesterday morning it passed within a few miles south of the Rock and presuming it continues its course it would strike the coast a little south and west of Macao.

The severity of the typhoon can be judged from the fact that the highest velocity registered in any one gale at the Observatory was 100 miles per hour, which occurred at 8.15 yesterday morning. The approximate mean velocity between eight and nine o'clock was 60 miles per hour.

Guns Fired.

At 2.30 yesterday morning a notification was issued from the Observatory to the effect that a severe typhoon had passed about ten miles south of the Pratas and the probability then was that it would pass 20 miles south of Gap Rock. Owing to a change in its course it came much nearer.

No. 1 Signal was hoisted at 9.10 p.m. No. 4 at 2.40 a.m. No. 6 at 4.43 a.m. and No. 7 at 8.37 a.m. A few minutes after the last signal was hoisted and the warning guns were fired.

The wind gradually died down during the course of yesterday morning and the Observatory expects that by the evening only strong breezes will prevail.

The rainfall for the 24 hours ended at 10.30 yesterday morning was 1.67 inches. Official intelligence was that at 8 a.m. the typhoon was about 50 miles east-south-east of Gap Rock, approaching that station rapidly.

(Continued on next column.)

CANTON VERNACULAR PAPERS.

SCARCITY OF "BOYCOTT NEWS."

THE PICKETS THROUGHOUT THE PROVINCE.

SAID TO HAVE RECEIVED THEIR MARCHING ORDERS.

[FROM OUR CHINESE CORRESPONDENT.]

There has been a remarkable scarcity of information regarding the possible termination of the boycott in the Canton vernacular papers. The explanation is said to be that the Kuomintang Workers Delegate Conference are against a settlement and that printers belonging to the Conference have been ordered to take out most of the references to the subject. Hongkong Chinese papers have, therefore, had a good sale in Canton recently. The Hongkong Chinese papers, with the exception of two, are now allowed to circulate freely in Canton.

It is understood that pickets in Wuchow, Swatow, Pakhoi, Hoihow, Shum-chun, Chinsan and other places have already received notice to wind up their affairs and to disband or be enlisted into military service upon their return to Canton City.

The Kuomintang Ministry of Finance is to appoint a special commission to arrange the details for the levying of a surtax on imports. Dr. T. F. Lin, formerly of Hongkong, and now director-general of revenue and superintendent of customs at Canton, will probably head the commission which is to be attached to the Kuomintang Ministry of Finance.

Canton-Kowloon Railway.

Following their demand for the removal of the Managing-Director, Mr. George Bow, the workers of the Chinese Section of the Canton-Kowloon Railway have gone on strike. The appointment of Mr. Bow was first recommended by Mr. Sun Fo and Mr. Bow is now appealing to Mr. Sun for aid in his fight against the workers to retain his post. Since the arrival of Madame Sun Yat Sen, Mr. Sun's foster-mother, at Canton, not only Mr. Sun's own position but those of his followers have been much strengthened; and it is not likely that M. Borodin, the Soviet High Commissioner in South China, will advise the removal of Mr. Bow. Mr. Bow was at one time officer commanding the body-guard which saved Dr. and Madame Sun from their Southern Presidential Palace during the *coup d'état* of General Chan Kwing Ming in the summer of 1922.

An Expensive Misunderstanding.

Some 170 villagers of Cheong Lok, near Kueben, Sunwui, were killed last week by troops of the 13th Kuomintang Division, owing apparently to some misunderstanding. The troops were going to the village on business, it is believed, and the villagers thought that they were bandits. A fight was the consequence. The port of Whampoa and the vicinity near the Whampoa Military Academy are being guarded with extraordinary care as a report has been circulated that an attack on the forts is imminent.

Before the Kuomintang Party or its subsidiary organ, the Peasants' League, may sentence a member to death, the case should be first reviewed by the Judicial Commission, according to a bill now ready for submission to the Central Executive Committee by Comrade George Hsu Chien. Recently the Central Executive Committee sentenced to death a man whom a special court in session would not convict. Mr. George Hsu Chien is chairman of the Judicial Commission.

Mr. Chan Chung Ying has been appointed officer commanding the Canton Aviation Corps, in place of Mr. Lam Wai Shing, now on duty in Hankow.

The meteorological observations at that hour were: Barometer: 29.99; wind direction: N.E.; force: 6; temperature: 77 degrees.

Signal Taken Down.

The No. 7 signal denoting wind of typhoon force expected from any direction, was taken down at 3.15 yesterday afternoon. Although the sea still remained very choppy, the force of wind had much abated and was coming in less frequent gusts. The motor boats now began to ply, joining the ferries in the harbour runs, but sampans still remained in the typhoon shelters, waiting for a more propitious time. All but the most hardy of sampan owners evidently decided to remain there until they saw what the weather was like later.

The Latest Weather Report.

The latest weather report, forecast and remarks, issued by the Royal Observatory at 5.40 last evening, read:—

The typhoon appears to have entered the coast about 50 miles west of Macao moving W.N.W. There may be another to the east of N. Luzon.

Lost forecast: S.E. winds strong, moderating, rain, at first improving later. It should be noted that the "100 miles an hour" velocity given above is not a record. In 1923 there was a velocity of over 100 miles an hour experienced.

STRIKE AGAINST S.O.C. AT SWATOW.

OFFICIAL LETTERS EXCHANGED.

The details of the settlement of the strike against the Standard Oil Company at Swatow have already been given in the *Daily Press*.

The following official letters, regarding the settlement were exchanged and have been published in the *Canton Gazette*:

Hongkong, Sept. 19th.

T. V. Soong, Esq.,

Minister of Finance,

Canton.

Sir,—We desire to express our appreciation for the assistance rendered by all the officials of the Nationalist Government concerned in the recent settlement of the strike of our employees at Swatow. We desire particularly to mention the valuable co-operation of your special representative, Mr. K. L. Chang, as well as the energetic efforts put forth by Inspector Li Tai Chiu, who was detailed by General Ho as his representative in the final negotiations.

We believe that the difficulties of the situation have been reported to you by Mr. K. L. Chang, but in view of the cordial relations established with the military and civil authorities in Swatow in the course of the final negotiations, we are encouraged to hope that the interest displayed by the Government in the strike settlement will ensure for the future our being able to conduct our business at Swatow, and at other points under the jurisdiction of the Nationalist Government, profitably and smoothly, and with some guarantee against future unreasonable interference.

We have the honour to be, etc.,

Standard Oil Co. of New York.

(Sgd.) D. H. CAMERON,

General Manager.

Finance Minister's Reply.

Canton, Sept. 22nd, 1926.

D. H. Cameron, Esq.,

Standard Oil Co. of New York,

Hongkong.

Sir,—I am in receipt of your letter of the 19th inst., expressing appreciation for the assistance rendered by the Government in settling the strike of your employees in Swatow. I also feel gratified at the successful termination of the negotiations, which ought to indicate beyond doubt that legitimate foreign business interests need not fear the advent of a strong Nationalist Government in China.

—I am, etc.,

(Sgd.) Tse-yung Soong,

Minister of Finance.

TRAFFIC CASES.

EUROPEANS FINED.

For failing to carry a horn on his motor cycle, No. 314, Mr. G. E. C. Johnson was fined \$5, at the Kowloon Magistrate's court, yesterday afternoon, by Mr. J. H. B. Nibill.

Mr. Johnson said his horn had just been stolen and he was on the way to have another fixed when the police officer noted the deficiency.

In another case, Mr. C. A. F. Johnson, of Messrs. A. S. Watson & Co., Ltd., was summoned for disobeying the traffic policeman's signal, at the Star Ferry Wharf at 6.15 p.m. on the 17th inst.

The police witness stated that at the time a launch had just come in and was discharging her passengers. They had not all got clear when defendant, despite the signal to stop, which witness had up for some time, went past from behind.

Defendant said he was under the impression at the time that there was no signal for him to stop.

His Worship, in imposing a fine of \$5, remarked that the traffic policeman's work at the Ferry Wharf was very difficult and that motorists must co-operate to make the place safe.

OBITUARY.

A PROMINENT BUSINESS MAN OF THE EAST.

MR. MELVILL SIMONS.

Mr. H. Melvill Simons, whose death we announced yesterday, says the *Straits Times* of the 18th inst., came to Singapore in the year 1889, about the same time that our well-known fellow-townsmen, Mr. J. D. Saunders, came out on the same vessels that conveyed Mr. H. Minchin Simons, father of Mr. Melvill Simons.

Mr. Melvill Simons was in his 64th year when he died. During the whole of the period during which he was connected with the Eastern branch of Paterson, Simons & Co., Mr. Melvill Simons was stationed at Singapore, where for years he was known as one of the most prominent business men of the city.

He was a member of the Singapore Club and the Turf (then the Sporting) Club, and took a keen interest in horse racing, owning one or two animals.

On the death of his father, he left Singapore to take over the London end of the firm. He was also a director of the Alliance Insurance Company and of the Mercantile Bank.

Mrs. Simons, who was known in Singapore as a most capable amateur actress and singer, survives him, as well as two daughters, one of whom, the elder, resides in London and the younger, Mrs. Hansard, is in Singapore. There was one son who died at an early age.

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[162]



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THE RUSSO-ASIATIC BANK.

By Order of the Board of Directors The RUSSO-ASIATIC BANK will go into VOLUNTARY LIQUIDATION and will remain CLOSED pending Appointment of an OFFICIAL LIQUIDATOR. [4030]

H. K. A. A.

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HON. SECRETARY,

H. K. A. A.

3996 c/o "HONGKONG TELEGRAPH"

HONGKONG JOCKEY CLUB.

THE FOURTH EXTRA RACE MEETING will be held (Weather permitting) at HAPPY VALLEY on SATURDAY, 27th OCTOBER, 1926, commencing at 3.15 P.M. The First Race will be at 2.45 P.M. The Charge for Admission to the Public Enclosure will be \$1.00 for all Persons including Ladies. Soldiers and Sailors in Uniform, Half Price.

Members are advised that they must show their Badges to obtain Admission to the Members' Enclosure.

Each Member has the right to introduce 2 Non-members to the Members' Enclosure. Tickets for whom can be obtained from Messrs. LINTHARD & DAVIS at \$5 each up to FRIDAY, 27th OCTOBER, 1926.

The Charge for Admission for Ladies to the Members' Enclosure will be \$2. Each Member on obtaining upon application to the SECRETARY, a Badge for the Admission of 2 Ladies Free of Charge. [3899]

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The Daily Press.

HONGKONG, SEPTEMBER 25th, 1926.

A SIGNIFICANT TELEGRAM.

A HONGKONG merchant received yesterday morning a cable from Canton announcing that his agent there saw no prospect of an early termination of the boycott. It was a message sent after full consideration of all the known facts, and must not be regarded merely as a light expression of personal opinion. We will relate the circumstances in which it was dispatched and our readers may judge for themselves.

When Reuter's agent cabled to London on Thursday that the boycott had terminated the Hongkong merchant wrote to his Canton representative asking for definite information which might be forwarded to his Home office. He considered that following Reuter's message enquiries were bound to be made and he wished to be in a position to answer them. He therefore drafted out two statements covering the situation and added a code word for each, instructing his agent to cable, not later than Monday, the code word which he thought best summed up the prospects.

The first statement ran: "As far as I can foresee the present trend of events in Canton will lead to the termination of the boycott within a reasonably short period of time, say, a fortnight."

The second was: "I can see no prospect of an early termination of the boycott."

The first statement was made purposely vague in order not to embarrass the Canton agent in any way. It was thought he might believe the boycott was breaking up, but that an immediate termination was unlikely. The opening sentence was regarded as an additional safeguard against fear of some insurmountable obstacle appearing to upset

the present officially declared policy of the Kuomintang. It was concluded that the Canton agent would not be committing himself if he cabled "as far as I can foresee" there will be a termination, providing, of course, any chance of a termination appeared likely.

But the agent would have nothing to do with the first statement at all. Yesterday morning he sent off the second code word, knowing full well that the definite opinion given would be immediately forwarded to England.

On Sunday afternoon we had an interesting conversation with a British merchant of many years experience of trade in China who had that day returned from Canton. He has been in Canton throughout the whole period of the boycott and has been in fairly close touch with a number of the Kuomintang officials, with some of whom he has established a friendly personal relationship. He was confident that the boycott was as good as over and that an official proclamation to this effect would be issued in a very few days. Thus we get two absolutely contrary opinions from two men, both of whom should be in a position to judge the situation with some accuracy. In such circumstances the only thing to be done is to fall back upon Lord Asquith's well-worn advice "Wait and See."

As we have held all along if a stipulation is to be made that the proposed surtaxes are to be collected by the Maritime Customs and handed over to the Canton Government by that service the whole movement becomes farcical. The Kuomintang officials must know this and we refuse to believe that they would have initiated any scheme so hopelessly impracticable from the outset. If they proclaim now that the co-operation of the Customs organisation is essential they will simply cover themselves with ridicule and make it patent to the world that they have been insincere throughout. The co-operation of the Customs cannot be secured in such a matter without the express sanction of the Treaty Powers. Surtaxes collected by the Canton Government itself, after the goods have passed through the Customs, are in an altogether different category. They may be illegal. Their imposition may raise protests. But at any rate they would be preferred by the individual merchants to the exactions of the strike pickets.

There is one other matter which we feel we should bring to the notice of readers without emphasising too greatly its significance. It is generally understood that the pickets are being disbanded. Yet on Saturday afternoon pickets crowded upon one steamer in Canton harbour in such numbers that they incommoded the Customs' officials and the unloading had as a consequence to be suspended for the time being.

TYPHOONS.

Most people who have newly arrived in the Colony have a feeling they would like to experience one of these violent outbursts of nature. There is something titanic about the thing, which emphasises the insignificance and the puny force of the individual by comparison. Just as the average person likes to see the highest mountain, the most active volcano, the largest city, the biggest waterfall, so he wishes to experience the biggest wind and, of course, survive it in order to relate his experience to his less fortunate hearers. It is not a laudable ambition, involving as it must, so much destruction of property, but it exists nevertheless as a fact.

One experience, however, is generally adequate for a lifetime. After it is over one is fervently thankful that the country to which one belongs and to which one hopes soon to return is not visited by such terrifying exhibitions of nature's power. It is the overwhelming force of the elements that engenders the feeling of helplessness and resignation after all possible precautions have been taken. It is just this mental attitude which is characteristic of the Chinese that humility and patience, that spirit of fatalism with which they confront not only nature's fiercest attacks but also the minor economic and physical catastrophes in their lives.

Even in a house which is more or less adequately protected, the background of sound, due to the rattling of bolts, the dull low thud of the wind against the

walls, the inrush of water through the tightly fastened windows, the shaking of the booms, the crash of a pane of glass or the collapse of a chimney pot, all are magnified by the senses a thousandfold and seem to herald the end, for there is always felt the possibility of the typhoon finding a weak spot, lifting off the roof and leaving the occupants exposed to the full blast of the storm and all its attendant dangers.

Fear drives away all distinctions and makes even the humblest menial a welcome companion in the common danger. The servants come in and are more than pleased to do so, for dangers shared are not so hard to bear, apart from the fact that the main buildings lend greater security, if there is any such thing as a feeling of security in the midst of a typhoon. There is always the useful person ready with a jest, to mask the fear he feels, useful because, momentarily he distracts the conscious mind from the dread possibilities of the situation.

If such be the feelings experienced in the more or less solid dwellings what must be the mental suffering endured by those Chinese living, as many of them do, in houses that offer no sort of resistance to the assault of a big wind. The European gets a severe head ache with the continual din, the Chinese with a severer headache can only pray that by some freak of fortune his house will be spared. When the lightning is flashing, the heavy rains fall or the typhoon threatens they can only murmur the equivalent of "Thy will be done."

UNBOUNDED CREDULITY.

There appears to be hardly any limit to human credulity. Some people are apparently mentally constituted so that they are prone to deceive themselves, or else are willing victims of deception by others. The way large numbers were bamboozled over the alleged discovery of Field Marshal Lord Kitchener's grave in Norway is a good case in point. As already reported in this paper the British Admiralty published a full account of the loss of the cruiser *Hampshire* off the Orkneys with Lord Kitchener on board, as the ship was proceeding to Russia, and thus disposed of the rumours that were current in England to the effect that members of the crew of the ill-fated vessel were washed up on the coast of Norway and were buried in that country. The bodies of British sailors were recovered, it is true, but they were men who lost their lives in the Battle of Jutland. The official record plainly said that none of those on the *Hampshire* had been washed ashore, as alleged; indeed, it was impossible that such a thing could have occurred. But a Mr. FRANK POWELL, a person who has appeared at various times under different names, claimed to have found Lord Kitchener's grave in Norway, and he cabled the story to the Prime Minister in England. Moreover, he announced his intention of having the body exhumed and conveyed to London. In due course a coffin arrived. It was covered with a Union Jack, and was conveyed from Waterloo Station to the premises of an undertaker, the procession through the streets being watched by thousands who stood bare-headed. In all the circumstances the authorities thought it desirable to hold an inquest, but when the coffin was opened it was empty. The coffin was new, and it was evident that it had never contained human remains. Thereupon it was removed to the Lost Property Office at Scotland Yard.

We learn that Mr. POWELL, the author of what can only be described as a gruesome hoax, arranged with a cinematograph company to have a film story made out of the alleged discovery of Lord Kitchener's grave in Norway, and the transfer of the remains to England. But by now he has every reason to feel sorry for himself, as he has earned the contempt of all right-thinking men. The Home Office peremptorily ordered the film company to withhold the picture. The Press at home have rightly castigated the author of this disgraceful episode. As to the rather obvious question why he perpetrated the imposture, the most

charitable construction that can be put upon his conduct is to say that he was obsessed by the delusion that Lord Kitchener did not die as reported. He affected to believe in the myth that the Admiralty were withholding the truth about his fate. He was supported in this crack-brained notion by a Sunday newspaper, which regularly devoted columns to the "Mystery of Lord Kitchener," and ran it as a "stunt" for months. Of course, neither the egregious Mr. POWELL nor the newspaper could have done this but for the fact that there were large numbers of foolish people ready to swallow what they were told Sunday after Sunday with every appearance of candour. Some time back when Mr. POWELL was addressing a meeting in London on "The Tragedy of the *Hampshire*" a man stood up and objected to a resolution which implied that the Admiralty was concealing something about the death of Lord Kitchener. There were more than two thousand people in that audience. Yet the solitary objector found no supporters. Indeed, there were many people, almost in hysteria after an emotional speech by Mr. POWELL, who cried, "Throw him out!"

The official story of the loss of the *Hampshire* disposed of the numerous legends regarding Lord Kitchener's death; and now that Mr. POWELL has been exposed it may be hoped that no more will ever be heard of the subject. But you never can tell. There were people quite ready to believe any cock-and-bull story they heard during the war. They believed in that Russian Army of 150,000 that passed like phantoms through England in 1915. Mme. HUMBERT's safe, supposed to contain great wealth, had nothing but a collar stud or two when it was opened. But she had lived in style on her fraud, even among such a matter of fact people as the French. Then there was the Druce case. Even servant girls subscribed part of their little earnings to finance the long campaign to prove that the body of a furniture dealer buried in Highgate Cemetery, London, was not in the coffin at all—that it contained some substitute for a body. The credulous had been led by an elaborate and fantastic and utterly fraudulent tale to believe that the furniture dealer was a Duke of Portland who had been leading a double life as a tradesman. The opening of the coffin settled the matter, and effective police proceedings followed. So with the Tichborne case. The Claimant was a national figure, and the country was divided into two camps over him.

No doubt the man with a clever tale, which is told with an air of assurance, will find plenty of dupes. Fables about buried treasure seldom fail to attract the attention of thousands, and the authors of those romantic yarns are able to get money to finance mythical expeditions to non-existent islands in the Pacific where pirates were supposed to have concealed gold and silver taken from rich merchant ships in the olden days. The daily lives of most people are governed by routine—many lives are dull and drab—and a romantic story, or a story of mystery, is always acceptable in print. When it is presented as a happening in "real life" the crowd swallows it with delight and keen anticipation of something even better to come. The Powell yarn had a fairly long run. Those who believed it must now feel rather foolish. They may reflect that even the Admiralty could not have prevented the terrific storm that drove back the *Hampshire's* escort of destroyers and thus gave her no scouts to discover the German mines. But in spite of this exposure and many another, unreasoning credulity will continue to be a human failing.

Owing to faulty cable connection, telegrams to and from Shanghai and beyond are subject to delay.

The Hongkong Interport Golf team are due to leave for Shanghai to-morrow on the Messageries Maritime s.s. *Angkor*.

During the 72 hours ended September 25th there were four Chinese cases (one imported) of enteric fever in the Colony.

The sale of furniture by Messrs. Lammert Brothers at No. 58, Pratt Building, Kowloon, which was to have taken place at 11 a.m. yesterday, was postponed until to-day at the same hour.

A Carnival is announced to take place at the Repulse Bay Hotel next Saturday evening. Dinner will be \$4 per head, and fancy or evening dress is optional. There will be a late bus to the Hongkong Hotel at 12.30 a.m. Tables for the Carnival may now be booked.

In the early hours of Sunday morning a fire alarm was received from Exchange Building. When the Fire Brigade arrived at the building, the outbreak, which occurred in the motor house operating the lifts, and was caused by a short circuit, had been already put out through the cutting off of the current and the application of a bucketful of water on the affected part.

A small fire, caused by the fusing of an electric wire, broke out in a Chinese school on the second floor of No. 2, Bridges Street, near the Chinese Y.M.C.A., yesterday morning. Three appliances were despatched from the Central Fire Station, but the outbreak was quickly extinguished with the use of a first-aid appliance, and the Brigade were back at the Fire Station within a very short time of leaving it.

The enquiry regarding the pumping station disaster of July 19th, when a big boulder, crashed through the roof of the No. 3 Pumping Station, Pokfulam, and caused the death of three Chinese workmen there, was to have been resumed before Mr. R. E. Lindsell, sitting as Coroner with a jury, at the Central Magistracy yesterday afternoon. Owing to the typhoon, however, the enquiry was adjourned until to-morrow afternoon.

A big seizure of opium, amounting to 2,100 taels, was made by local revenue officers on board the Dutch steamer *Tjilboet* on Saturday night, following the vessel's arrival here from Amoy on her way down to Java. The drug was cunningly concealed in a secret chamber in the chain locker, and a long search had to be made before the drug, which was known to be on board, was discovered. No arrests were made, but two Chinese members of the crew have since absconded.

The result of the competition organised by the Asia Advertising Company, in connection with the forecasting of results of the Hongkong Baseball League matches during the season just concluded, is as follows:—1st prize, 20 points: E. Oxmund; 2nd prize 19 points: J. Xavier, A. V. Remedios; 3rd prize 17 points: Charles Wong, L. J. Gutierrez. Also ran:—16 points: J. J. Gutierrez, C. Xavier, Em. Remedios; 15 points: A. Tang; 14 points: A. A. Gutierrez, F. Barretto; 12 points: P. Remedios, J. Gutierrez; 10 points: G. Chue; 6 points: A. Marshall.

At the Central Magistracy yesterday morning, before Major C. Willson, a Chinese was charged with receiving an electric fan belonging to Mr. G. A. Hyder, knowing it to have been stolen. Mr. Hyder was absent from Court owing to being on ambulance duty. Defendant, who sold the fan to a Chinese clerk in a solicitor's office for \$12, pleaded that it was handed to him by another man who had just been sentenced to six weeks' hard labour for theft of clothing. Defendant was sent to prison for one month, and an order was made for the fan to be restored to the owner without payment.

When the case, in which it is alleged a fight took place between a Chinese telephone labourer and Mr. T. S. Jeffrey and Capt. W. E. Weston, master of the s.s. *Ling Nam*, came up for hearing again yesterday afternoon, before Mr. J. H. B. Nicholl at the Kowloon Magistracy, Mr. J. A. Gordon Leask, representing Mr. Jeffrey and Capt. Weston, requested his Worship to adjourn the case on the ground that Capt. Weston was unable to leave his ship while the typhoon signals were hoisted and could not, therefore, attend Court. Mr. Leo d'Almeida, representing the Chinese, was not present. His Worship granted the adjournment and fixed Friday at 2.15 p.m. for the next hearing.

SALE OF CROWN LAND.

TWO LOTS—SOLD.

Two lots of Crown Land were sold at a public auction held at the Public Works Department Offices yesterday afternoon. New Kowloon Inland Lot No. 1092, situated at Kowloon City, containing about 1,033 square feet, and with an annual Crown rental of \$4, was sold to Mr. Li Yau Chuen, on behalf of Mr. Li Siu Yuen, at the upset price of \$150. Inland Lot No. 3014, situated at west of Inland Lot No. 3208, North Point, with an area of 22,500 square feet, and an annual Crown rental of \$232 was sold at the upset price of \$23,506 to Mr. W. H. Bell, on behalf of the Glass Building, Ltd., A.P.C.

TO REPLACE THE MIXED COURT.

WHAT THE KIANGSU PROVINCIAL COURT PROPOSE.

THE EFFECT ON FOREIGNERS.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, September 27th.

The Kiangsu Provincial Government are to establish in Shanghai a Provisional Court to replace the Mixed Court and will appoint judges (hitherto appointed by the Consular Body).

In cases in any way affecting foreigners' extra-territorial rights, as complainant or plaintiff, the Senior Consul may appoint a deputy to sit with the judge in accordance with the provisions of treaties, but in criminal cases directly affecting the peace and order of the Settlement and cases wherein the accused is employed by a foreigner the Senior Consul's deputy will only watch the proceedings and his concurrence will be unnecessary for the validity of judgment.

When a summons, warrant or order is to be executed on premises occupied by a foreigner the Consul concerned shall, on presentation, affix his counter-signature. So that there may be no delay in the prisons attached to the court, there will be a subcharge on the Municipal police, but it will be operated as far as practicable in conformity with Chinese prison regulations and subject to the supervision of the Court.

The agreement which is valid for three years also provides for the establishment of a Court of Appeal.

SHANGHAI, September 27th.

The provisional agreement between the Consular Body and the Chinese authorities at Shanghai for the rendition of Shanghai Mixed Court has been published.

THE RUSSO-ASIATIC BANK.

CLOSING INVOLVES IMPORTANT QUESTIONS.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, September 27th.

The closing down of the Russo-Asiatic Bank raises important questions concerning the future disposal of its share of the Salt and Customs revenue, which will be discussed at a meeting of the custodians of the bank.

It is understood that the Customs funds entrusted to the bank are covered by adequate collateral security.

PEKING GARRISON.

TAKEN OVER BY CHANG TSO LIN'S TROOPS.

SHANGHAI, September 27th.

Fengtien authorities took over the Peking garrison this morning and assumed direct responsibility for the maintenance of order in the capital.

JARDINE LAUNCH COMMAND-EERED AT HANKOW.

HANKOW, September 24th.

Southern military leaders commandeered a Jardine launch to ferry thirty soldiers across the river.

The launch was finally released, but the action is regarded as the forerunner of things to come.

CAPTURED STEAMERS

RELEASED.

ANTI-FOREIGN FEELING IN SZECHUAN.

HANKOW, September 27th.

General Yang Sen has released the captured steamers.

That the anti-foreign feeling in Szechuan has reached its height is demonstrated by the evacuation of 70 foreigners, mainly women and children, from Chungking. As the students and labourers, assisted by the militia, were threatening their lives, the authorities advised them to leave immediately.

Forty-two have arrived at Hankow, whilst the remainder stopped at Ichang. It is learned from Chungking that the evacuated residences have been looted.

LATA.

General Yang Sen has now released the two British-owned steamers, whose seizure by him caused the recent incident at Wanshan.

EUROPE TO CHINA BY AIR.

POSSIBILITY OF AN AERIAL MAIL SERVICE IN 1929.

A GERMAN SCHEME.

[THROUGH REUTER'S AGENCY.]

LONDON, September 27th.

The Berlin and Far East Expedition of the German Air Transport Company, Deutsche Lufthansa, has arrived at the estimated cost of a regular Berlin-Peking service, running in the daytime only, except between Berlin and Moscow, and which would take five to six days.

It is presumed that no more than a mail service could be open at the start, and it is calculated that a single journey would cost £3,500, working out at 14 pence for a twenty gramme letter.

The Lufthansa, Chinese and Soviet authorities will discuss the scheme this winter, and the opinion is expressed that a regular service could not be expected before 1929.

BERLIN, September 27th.

The Deutsche-Lufthansa test flight to Peking and back is declared to have had such good results that a provisional series of forty flights are to be started to Peking next summer, while the possibility of extending the flights to Vladivostok and Shanghai are to be studied.

The Lufthansa expects to open a regular service in the spring of 1929, and it is considered desirable to erect a Meteorological Station at Lake Baikal, between Irkutsk and Verkhneudinsk.

THE POWERS AND CHINA.

WHAT A LONDON JOURNAL URGES.

[THROUGH REUTER'S AGENCY.]

LONDON, September 27th.

The *Daily Express*, in an editorial on the outrage at Chowkiakow, urges an Anglo-American expedition supported by Japan to cope with the disorder. It adds that if Japan stands aloof the Western Powers should proceed without her.

COAL DISPUTE.

MR. COOK AND "COMPROMISE."

STOPPAGE COSTS THE COUNTRY NOT LESS THAN £200,000,000.

[THROUGH REUTER'S AGENCY.]

LONDON, September 27th.

Both Houses of Parliament meet this afternoon to authorise for the sixth time the Emergency Powers Act.

An interesting and important debate in the House of Commons is expected.

Mr. Cook predicted over the week-end that the twenty-second week of the stoppage would be the most critical in the history of the Miners' Federation. The President of the Board of Trade simultaneously estimated the direct loss, so far as regards output alone, puts it at not less than £200,000,000 sterling, to which should be added the loss of contracts. The miners' proposals, just rejected, are a distinct concession, but the Miners Executive realise that they must go farther.

Mr. Cook has been telling the Somerset Miners that he believed in "Organised Retreat." "We have got to compromise. I wish we had not to compromise, but it must be faced." He added that whatever the Miners' conference on Wednesday decided he would carry out or he would "clear out."

COBHAM AT BAGDAD.

BAGDAD, September 27th.

Cobham has arrived at Bagdad, where he visited the grave of Elliott, his late mechanic, who was shot.

LEAGUE OF NATIONS.

THE ARGENTINE TO REJOIN.

GENEVA, September 28th.

As the curtain was lowered on the seventh session of the Assembly of the League of Nations, the welcome news was received that the Foreign Affairs Committee of the Argentine Chamber had approved of Argentina's return to the League. This is regarded as a direct result of Germany's admission and is likely to have a considerable moral effect on Spain.

The Globetrotters did not open their season at the Star Theatre last night, as the *Kwaiyang*, the boat on which they were travelling, was held up yesterday by the typhoon. The vessel is due today, and the Company will be at the Star Theatre to-night.

The Stavinsky Dancers concluded their season in the Colony last night, when they gave their farewell performance at the Theatre Royal.

A FRANCO-GERMAN AGREEMENT.

M. POINCARÉ PLEADS FOR RECONCILIATION.

DR. STRESEMANN'S VIEWS.

[THROUGH REUTER'S AGENCY.]

LONDON, September 27th.

The possibility of a Franco-German Agreement appears to be increased in view of a speech by M. Poincaré at the Congress of National Union for disabled soldiers at St. Germain yesterday. The Premier pleaded for a Franco-German reconciliation, remarking that not all Germans were responsible for the war, thus by implication exonerating the German people as distinct from their leaders.

The speech is praised by the Left as well as by the Right newspapers, and the *Social Eclair* remarks that it will disillusion those who pretended to see incompatibility between the viewpoints of M. Briand and M. Poincaré.

Meanwhile, Dr. Stresemann, in an interview with the Berlin correspondent of the *Matin* was optimistic with regard to the eventual conclusion of an agreement. He uttered a warning against stories of big financial bargains, and said that it could be taken that both countries would make sacrifices of Treaty rights and privileges. He intimated that the fundamental question was evacuation of the Rhineland in return for German financial assistance to France.

[BRITISH WIRELESS SERVICE.]

CANADIAN POLITICS.

PRIME MINISTER RESIGNS.

OTTAWA, September 25th.

The Canadian Conservative Prime Minister, the Rt. Hon. Arthur Meighen, whose government was recently defeated at the general election resigned yesterday, and the new government of the Rt. Hon. Mr. W. L. Mackenzie King was sworn in. The principal members hold the same portfolios as those they resigned when the change of government occurred in June. The retiring Prime Minister announced that his party would facilitate in every way the attendance of representatives from Canada at the Imperial Conference next month and the *Sunday Times* says that there is an intimation that if there are no further domestic complications in Canada, Mr. Mackenzie King will attend the conference which would shortly be held in London.

[REUTER'S AMERICAN SERVICE.]

GUATEMALA.

DEATH OF THE PRESIDENT.

WASHINGTON, September 26th.

The Guatemalan Minister announces the death of General Orellana, the President, from heart trouble. General Lozano Chacon, the constitutional successor, has assumed the Presidency.

CHARITABLE BAZAAR.

TO BE OPENED BY LADY CLEMENTI.

Lady Clementi, the patron, will open the bazaar which is to be held on behalf of the Sisters of the Precious Blood (who devote their lives to educating and ministering to the poor and needy of the Colony and the adjacent Province) on October 8th at 3 p.m. The bazaar will be continued on October 9th and 10th from 11 a.m. to 10 p.m. daily.

Mrs. R. H. Kotewall, who is always to be found in doing charitable work, is the President of the Bazaar.

Those who have donated prizes to the bazaar are: Mr. Tam Chung, who has presented a costly diamond ring; Mr. A. Leong Kam Lin, an up-to-date sewing machine; Miss R. Shak, a framed embroidery picture.

A few hundred pieces of embroidery, crocheted and needle work have been presented by the students of the following girls' schools: Tak Ying, Tak Yan, Tak Ching, Ching Kou and Tak Ying Branch School.

SINGAPORE TRAMS.

RAILLESS INSTALLATION.

Concurrent with the introduction of railless cars on the Gaylang-Tanjong Pagar route, the taking up of the old worn-out tram line will proceed, writes Mr. D. B. McLeay, Executive Municipal Engineer. Singapore in its annual report. All users of Singapore roads will be glad to see the last of them. They have been a source of concern and expense to this department for many years, and of annoyance—if not danger—to the general public. The road space now occupied by the old track will, of course, be reconstructed with suitable foundations and surfaced with asphaltic paving or reinforced concrete, to correspond with the type of construction already provided on the outer portions of the routes.

When the conversion to the new system is complete the number of railless cars on the roads will be some 60 per cent. more than the number of rail-cars now in use, with three-minute services elsewhere.

The need for substantial roads with smooth durable surfaces is therefore apparent, which explains the considerable activities of the public utility departments and companies, dealing with the underground work so much in evidence during the past few years, and of the Road Department who followed them up with new foundations and pavements. The public have had to put up with much inconvenience, but better amenities for users of the roads are now definitely foreshadowed.—*Straits Times*.

AMERICAN IMPERIALISM.

U.S.A. AS A DOMINANT FAR EASTERN POWER.

DOLLAR DIPLOMACY: A STUDY IN AMERICAN IMPERIALISM. BY SCOTT NEARING AND JOSEPH FREEMAN. (Allen and Unwin. 10s. 6d. net.)

In the course of a lecture delivered in London on May 28th last Professor Robert MacElroy cited, among the causes of the recurrent crises in the relations between the peoples of the United States and Great Britain, the fact that "all Americans are trained to distrust and abhor what they call Imperialism." This sentence seems ambiguous. It may mean that all Americans are still brought up on the glittering generalities of the Declaration of Independence, which practical American statesmen have for the most part long since interpreted away, and that "Imperialism" is denounced through sheer force of habit; or that "what they call Imperialism" is merely the Imperialism of other peoples; or that among many Americans there is a real distrust and abhorrence of all Imperialism—including their own. However this may be, the one thing certain is that the United States has itself developed an Imperial power and an Imperial policy. If any doubt exist as to this, it should be set at rest by the very interesting study in American Imperialism now given to the world by two American writers.

"America's emergence as a modern Power," they say, "became a generally recognized fact with the outbreak of the Spanish-American war." This is true; in so far as the United States, as the result of this war, acquired for the first time an overseas empire and so developed an Imperialist policy beyond the limits of the continent. But to set the beginnings of American Imperialism at this epoch is to ignore the facts of history, for it began in 1803 with the purchase of Louisiana. From that time onward, wrote the late Professor Bushell Hart, of Harvard, in his "Monroe Doctrine," the history of the United States is that of its expansion at the cost of its weaker neighbours. The process continued until, in our own day, the vision of the great Imperialist Thomas Jefferson has been realized, and the United States has expanded, not only from the Atlantic to the Pacific, but over the Isthmus of Panama and the lands and seas by which it is approached and commanded. Even as early as 1885 Richard Olney, the Secretary of State under President Cleveland, was scarcely exaggerating when he informed the British Government that "today the United States is practically sovereign on this continent, and its fiat is law upon the subjects to which it confines its interposition." This is even more true now; and it is not without reason that many patriotic Latin-Americans watch with growing apprehension the advancing shadow of *imperialismo yanqui*. It is even possible that after reading what the authors of "Dollar Diplomacy" have to say, other peoples may come in some measure to share this apprehension.

The object of this very interesting book is not to give a history of American Imperialism—that "has yet to be written"—but to indicate its methods and its tendencies by a description of certain typical cases in which the economic and diplomatic interests of the United States have come into collision with the economic and political interests of certain "undeveloped" countries. The title "Dollar Diplomacy"—first applied to the policy of the Taft Administration in Nicaragua—was adopted, "because it seemed to include, more completely than any other short phrase, the growth of United States economic interests abroad, and the diplomatic and military support afforded them by the Federal Government." The authors lay down, as the fundamental principle underlying American Imperial expansion, that "the flag follows the trade"—a maxim not calculated to soothe the nerves of the Latin-Americans, and not without significance as a variant of the British principle that "the trade follows the flag." This gives a rather ominous meaning to the imposing statistics they produce in order to show the vast increase in American capital investments abroad since the war, which now aggregate more than twenty billion dollars; for they maintain that, "since economic activities are reflected sooner or later in politics, it is only a question of time when these foreign investments will produce an equivalent modification in American foreign policy." Clearly, then, the methods followed by American Imperialism in the past have a very practical interest for the world.

The method used in dealing with the weaker countries of the Western Hemisphere was tersely described by Professor Bushell Hart as one of "writing paper mingled with blood," which was effective because there has never been in the Americas any balance of power. The authors of "Dollar Diplomacy" classify the applications of this method under various headings. There is "political regulation," as exemplified in Hawaii in 1893, in Panama in 1903, and especially in the intervention of President Wilson in the affairs of Mexico. There was "armed intervention," as in Santo Domingo, Haiti and Nicaragua. There was "acquisition without annexation," which is illustrated by a section on the action of the United States in Cuba. There was frank conquest, as in the case of the Philippines; and, finally, there was a return to the precedent set by Jefferson when the American Government bought the Virgin Islands from Denmark, and so secured the "strategic key to the two great oceans, the Atlantic and the Pacific." Many Americans, including, it may be supposed, the authors of this book, still look upon these occurrences with a doubtful eye, as hardly consistent with the traditions in which all good Americans have been trained. But the destinies of nations are not shaped by declarations and the maxims of moral philosophers; and this the authors are shrewd enough to perceive. For them the American "Imperial programme" is, like

that of other great nations, the inevitable outcome of "deep-lying and economic and social forces." As for the British, did not Richard Rush say truly, more than a hundred years ago, when Castlereagh had warned the United States against pursuing a policy of annexation, that it was not for the mother to complain if the daughter took after her?

Yet, though it is natural enough that the English of America should carry on the imperial traditions of their race, there is one important respect in which the methods of American Imperialism differ fundamentally from those of British Imperialism. The British Government, of course, has always protected the interests of its subjects abroad, and it has interfered when these interests have been grossly violated; but it has left the pushing of trade and the business of financial investment in foreign countries to private enterprise, and has never itself acted as "business solicitor." The American Government does act so; and a large part of this book is taken up with an account of its activities in bringing pressure to bear on foreign countries in favour of this or that financial interest. The story of President Wilson's "moral" intervention in Mexico, as told here, is not savoury reading, and it is told without reserve. The authors make it quite clear that the true objection to President Huerta was not that he had obtained power otherwise than by "the will of the people," properly expressed and registered, but that he favoured British, as against American, interests in the Tampico oilfields. They bring evidence to prove the decisive part played by the Standard Oil Company, backed by the Government, in securing the victory of the "Constitutionalists" in Mexico; and, incidentally, they accuse President Wilson of deliberately misleading Congress as to the facts of the Tampico flag incident and the other supposed insults to the United States which resulted in the American seizure of Vera Cruz.

President Wilson [they say] was kept in touch with every official communication from Mexico; nevertheless, he misstated the facts surrounding three trivial incidents in such a way as to arouse national excitement, and asked Congress to approve his using "the armed forces of the United States in such ways and to such an extent as may be necessary to obtain from General Huerta and his adherents the fullest recognition of the rights and dignity of the United States."

The "official communications" from Mexico, which are quoted in support of this charge, included reports from Ame-

rican consuls explaining that the incidents complained of were wholly insignificant.

The whole account in this book of "the struggle for oil" is, indeed, of supreme interest at the present moment. The authors draw attention to the development, in this connection especially, of a new "economic" Monroe Doctrine. Professor Hart had said that from the days of President Polk onward the Monroe Doctrine had been taken to mean that, while European nations might not annex any territory on the American continents, the United States might annex what it liked. President Wilson, ostensibly on high-moral grounds, gave to this doctrine a new extension:—

In fact, before long Government assistance to American oil interests resulted in an elaboration of the Monroe Doctrine by President Wilson which implied that the United States in future would not only oppose European territorial acquisition in the Western Hemisphere, but would also oppose concessions to foreign investors.

It was on this new principle that the whole weight of the State Department was thrown on the side of the Standard Oil Company in its rivalry with the Cowdray Group for the right to develop the oilfields of Colombia and Ecuador—and with success, the British Government rightly refraining from exerting any counter-pressure. Yet the policy of the open door, which had been disregarded in keeping British oil interests out of Colombia in 1915, was invoked on behalf of American oil interests in 1920—that is to say, on behalf of the Chester concession in Mosul and that of the Standard Oil Company in Palestine. Truly the Monroe Doctrine, though reciprocal in its original intention, has become a "regional understanding" of a somewhat one-sided character.

American Imperialism, then, is clearly a fact to be reckoned with; and now that it has broken bounds, it is not easy to see where its limits are to be set. According to the authors of "Dollar Diplomacy," there is no fear of political consequences in the case of Canada, in spite of the portentous fact that 62 per cent. of the foreign capital invested in that country is now American. But it is disconcerting to be told that the outcome of the Washington Arms Conference, which was supposed to be a triumph for peace, was really "a great triumph for American finance and diplomacy" and "openly marked the emergence of the United States as a dominant Far Eastern Power."—*Times Literary Supplement*.

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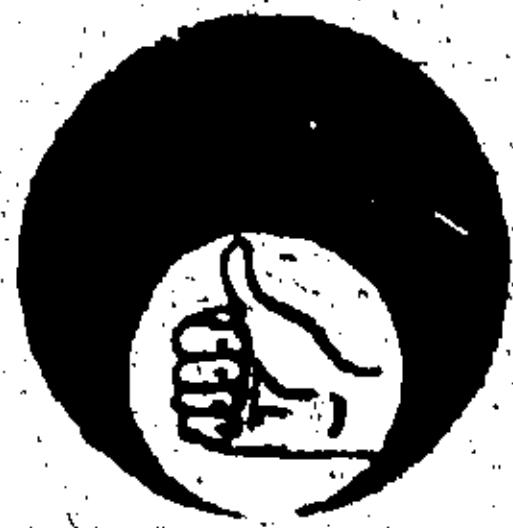
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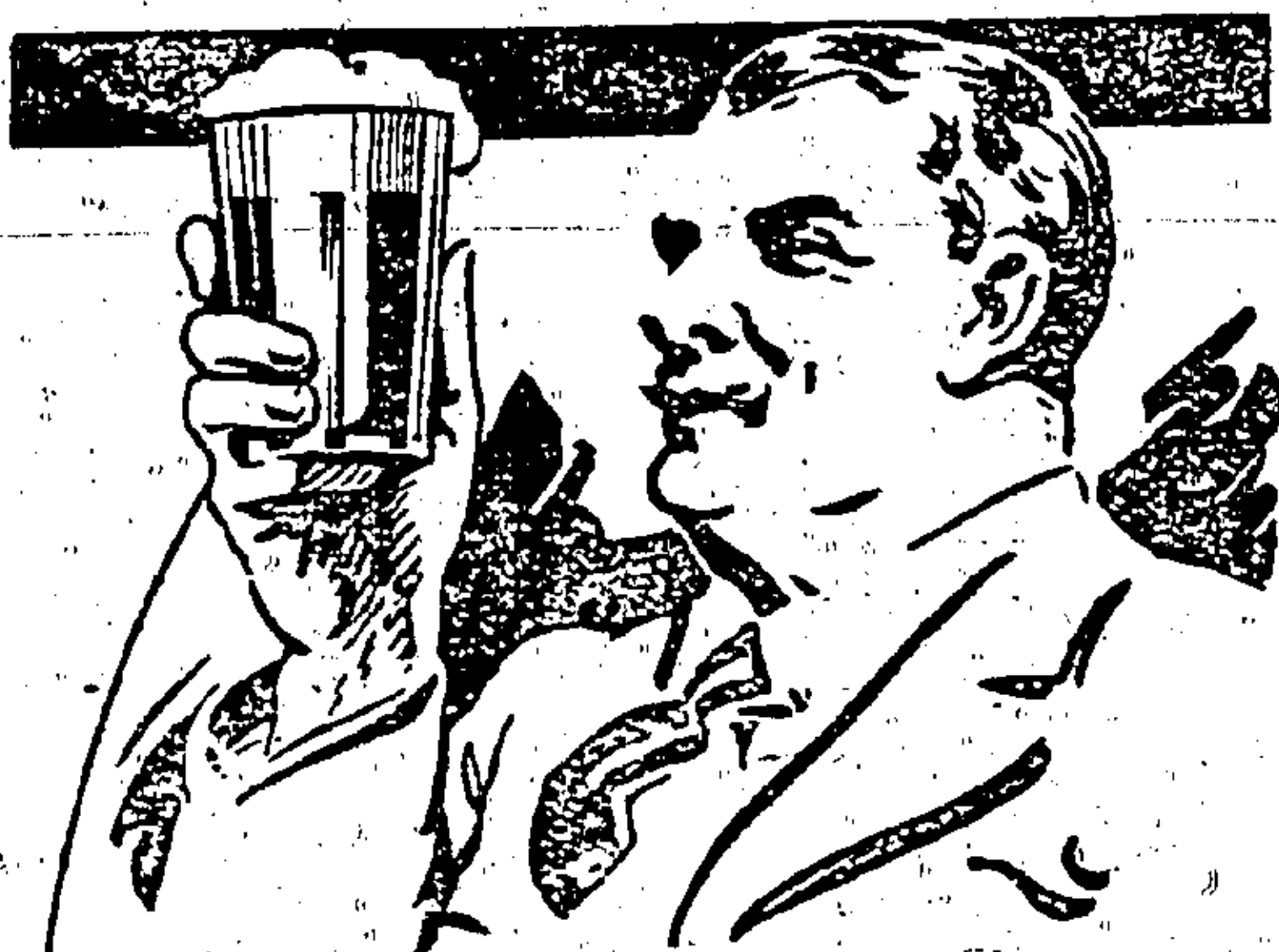
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[A.P.]

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LIBERAL'S SARCASTIC ON HIS
PARTY.

Mr. Frank Gray, Oxford's former Liberal M.P., who has also been a lawyer, a traveller, and an amateur tramp, has turned epigrammatist by publishing a book of "Epigrams and Aphorisms," which also bears the title of "The Book of Wisdom" (Cecil Palmer).

He makes some cynical remarks about his party. "If only Liberals would not take themselves too seriously," he says, "they could sweep the country." "You see, no undertaker is a success in a music hall." Another of his epigrams is:

"Some have thought the failure of the Liberal Party due to the absence of Liberals; some have thought it due to their presence."

Here are some examples of Mr. Gray's general wisdom:

"The most dishonest banker can't run far with an overdraft. Always have an overdraft."

"I am a Puritan till tempted. So are you."

"The greatest penalty of divorce is two mothers-in-law."

"If a man has no enemies he has nothing."

"Don't think that lawyers are more dishonest than others. It's only opportunity."

ANNUAL AQUATICS.

FORTHCOMING EVENTS AT V.R.C.
ENTRIES CLOSE ON THURSDAY.

The annual aquatic sports of the Victoria Recreation Club are to be held, as previously announced, on Wednesday, Thursday, Friday and Saturday, October 6th, 7th, 8th and 9th.

The events numbering fifteen, to be decided comprise the following:—

100 yards, free style (open championship).
220 yards, free style (open championship).
440 yards, free style (open championship).
880 yards, free style (open championship).
100 yards, back stroke (open championship).
100 yards, breast stroke (open championship).
880 yards, free style (confined to Chinese).
320 yards, breast stroke (confined to Chinese).
100 yards, free style (Services championship).
100 yards, free style (Ladies championship).
100 yards, free style (Boys' championship).
Throwing the Polo Ball (open).
High Dive (open championship).
Long Plunge (open championship).
Team Race, six men each 50 yards (open championship).

The entrance fee is 3s per event, and for team race 8s per team.

Entries close at 6 p.m. on Thursday, September 30th. Notices regarding heats and order of events will be posted in the Club-House, and competitors are advised to keep themselves informed.

£20,000. CHANNEL SWIM BET.

MRS. CORSON TO GET £20,000.

New York, August 29th.
Channel-swimming promises to become increasingly profitable financially.

Miss "Trudy" Ederle, the first woman to swim the Channel, has been busy over the week-end deciding which of the contracts reputed to aggregate £200,000 she will accept, while the backer of Mrs. Carson, who swam the Channel on Saturday, is preparing to collect £20,000 from Lloyd's, of which he will wager £5,000 that Mrs. Corson will be able to beat Miss Ederle in a 40-mile battle with the tides around Manhattan Island.

Mr. Walter Lissberger, a tyre manufacturer, posted 1,000 guineas with Lloyd's, which gave him odds of 20 to 1 against the chances of Mrs. Corson's success. He announced that he would give the swimmer 5,000 guineas of his winnings, while he would post an equal amount that she would be able to defeat Miss Ederle in the New York swim.

Mr. Dudley F. Malone, Miss Ederle's backer, said he wanted to see the cheque as a guarantee of good faith before giving an answer.

Some of Miss Ederle's friends were alarmed at her failure to sign contracts as soon as she had completed her swim, contending that Mrs. Corson's success materially decreases "Trudy's" value for exhibition purposes. She is no longer the only woman who succeeded in the Channel swim, and many here regard Mrs. Corson's feat as more marvellous because of the absence of a tug.

While Miss Ederle is outspoken in praise of Mrs. Corson's accomplishment, "Pop" Ederle, possibly with his mind on the decreased money value of his daughter, is reported to have said churlishly, "Oh, let her swim."

FEWER BIRTHS AT HOME.

5,000 DECREASE IN SECOND QUARTER.

A feature of the quarterly return of births, marriages and deaths in England and Wales, which was issued in August, is the low birth-rate recorded.

The births registered in the second quarter of this year numbered 181,453 and were 5,510 below the number recorded in the corresponding quarter of 1925. Of these 181,453 births, 92,681 were males and 88,772 females, giving a proportion of 1,044 males to 1,000 females; the average proportion in the 10 preceding second quarters was 1,047.

The births registered in the quarter correspond to an annual rate of 18.7 per 1,000 of the estimated mid-year population for the year 1925. This rate is 0.6 per 1,000 below that recorded in the corresponding quarter of 1925, and was the lowest birth-rate recorded in any second quarter except during the years 1917-19.

The deaths in the second quarter numbered 113,818, and were 16,753 less than in the preceding quarter, but 551 more than in the corresponding quarter of 1925. Influenza was stated to be either a primary or contributory cause of deaths in 3,016 cases, or 3.2 per cent. of the total deaths.

Measured by the proportion of deaths of infants under one year of age to births registered, the infant mortality was equal to 62 per 1,000, this being four per 1,000 below the rate for the second quarter of 1925, and 15 per 1,000 below the average of the 10 preceding second quarters.

The natural increase of population in England and Wales for the quarter under review by excess of births over deaths was 67,635, as against 67,710, 72,850 and 73,707 in the second quarters of 1923, 1924, and 1925.

"We English have a unique capacity for admiring ability in other people,"—Peregrine Gough.

"There is a greater eagerness for study in prison than among college students,"—Prof. A. De V. Tassin.

OVATION FOR A GIRL ATHLETE.

FEATS OF A DAUGHTER OF JAPAN.

WORLD'S RECORD.

GOTHENBURG, August 20th.

The outstanding feature of the athletic contests which have just concluded at Gothenburg has been the wonderful sportsmanship of Miss Hitomi, Japan's solitary representative, who came right across the world to join in the events.

This tall, strongly built, but graceful girl, who was a school teacher and is now a journalist, telegraphed an entry for every event, and arrived at Gothenburg a month before the games began, to train. She received a great ovation at to-day's prize-giving, and was "chaired" by enthusiastic Swedish officials.

She broke the world's long jump record of 5.488 metres, created by Miss Gunn of Mitcham Athletic Club, with a jump of 5.55 metres yesterday. She won the standing long jump to-day with 2.40 metres, after tying with Smalova, a Czech competitor, with 2.47 metres. The world's record, 2.30 metres, is held by Rice, an American.

Miss Hitomi was second in the discus-throwing contest, her throw breaking a world's record, although it was beaten by that of another competitor. She was also third in the 100-metres race and fifth in the final of the 250-metres race.

There is nothing masculine in the appearance of this girl from the Far East, whose pleasant manners have endeared her to all her fellow-competitors.

British Triumph.

The British team, who leave Gothenburg for London on Wednesday, to-day received, as winners, the cup presented by the King of Sweden.

The congress this morning decided that in future the events for the games should be based on metric weights, measures, and distances. Great Britain, in an effort to simplify the work of the international committee, will therefore sacrifice the 100 yards in favour of the 100 metres, the 150 yards for one of four kilometres, and the half-mile race for a 1,000 metres race.

It was also decided that the 600-gramme javelin should be used by women instead of the 800-gramme one.

An interesting point in connection with the congress is that Great Britain, which has three votes, is the only country to be entirely represented by women—Mrs. Gould, Miss Birchenough, and Mrs. Elliott-Lynn.

AMERICAN BASEBALL.

RESULTS OF LAST WEEK'S GAMES.

[REUTERS' AMERICAN SERVICE.]

New York, September 28th.
The results of the baseball games in the American and National Leagues played last week were as follows:—

National League.

Saturday:—
New York 5, Cincinnati 5.
Brooklyn 3, Pittsburgh 1.
Philadelphia 3, St. Louis 7.
Philadelphia 3, St. Louis 2.
Boston 3, Chicago 2.
Boston 0, Chicago 6.

Sunday:—
New York 6, St. Louis 5.
Brooklyn 4, Pittsburgh 7.

Monday:—
Philadelphia 0, Pittsburgh 4.
New York 2, Chicago 4.
New York 1, Chicago 2.
Boston 4, Cincinnati 3.
Boston 3, Cincinnati 0.

Tuesday:—
New York 5, Chicago 2.
Brooklyn 4, St. Louis 3.
Boston 4, Cincinnati 0.
Philadelphia 7, Pittsburgh 2.

Wednesday:—
New York 2, Chicago 3.
Brooklyn 4, St. Louis 3.
Philadelphia 7, Pittsburgh 2.
Boston 4, Cincinnati 0.

Thursday:—
Philadelphia 6, Cincinnati 6.
Boston 2, Pittsburgh 1.
New York 4, St. Louis 6.
Philadelphia 4, Cincinnati 2.
Philadelphia 4, Cincinnati 8.

American League.

Saturday:—
Cleveland 3, New York 1.
Detroit 6, Washington 5.
Chicago 6, Boston 3.
St. Louis 4, Philadelphia 5.

Sunday:—
Cleveland 3, New York 8.
St. Louis 5, Philadelphia 4.
Detroit 3, Washington 7.
Chicago 6, Boston 3.

Monday:—
Chicago 7, New York 3.
Chicago 4, New York 3.
Cleveland 2, Boston 3.
Detroit 0, Philadelphia 8.
Detroit 5, Philadelphia 2.
St. Louis 4, Washington 7.
St. Louis 2, Washington 8.

Tuesday:—
Chicago 0, New York 14.
Cleveland 6, Boston 1.
Detroit 2, Philadelphia 3.
St. Louis 6, Washington 11.

Wednesday:—
Chicago 0, New York 14.
Cleveland 6, Boston 1.
Detroit 2, Philadelphia 3.
St. Louis 6, Washington 11.

Friday:—
Cleveland 1, Philadelphia 3.

Winners of National League.

New York, September 28th.
As the result of to-day's victory over the New York Giants the St. Louis Cardinals have won the pennant of the National League.

The winner of the American League is not yet settled.

New York Yankees have won the American League pennant and earned the right to meet the St. Louis Cardinals in the 1926 World series by defeating St. Louis, Browns, in both games, brought off a double header.

FIGHTING GANG RULE.

CHICAGO'S WAR ON GUNMEN.

[BY JAMES DUNN.]

Chicago, August 20th.

Stimulated by public opinion, the Chicago police during the last fortnight have made things so unpleasant for bootlegging gangsters that notorious gunmen are for the moment either lying low or returning to their old occupation of labour intimidation.

Before Prohibition made drinking a social virtue and a profitable business in the United States gangs of Chicago gunmen were regularly employed as "labour slugs," which, translated from the vernacular, means violent interference with non-unionists. Also it is said they were employed in eliminating competition by big business undertakings, and during the taxicab war in the city thugs were regularly employed as drivers. Taxicab drivers literally fought for passengers, and none but the brave became the fare.

In a previous article I hinted that the city's detective department were about to conduct a vigorous crusade against the gangsters, who were to be "driven out of the city like rats." Personally I had my doubts about the "driving out" process, for the gunmen are so well dug in that even the chief of police admits it is a heart-breaking task seeking to hunt them out of the political trenches.

Before they quarrelled among themselves over bootlegging privileges the gunmen had the city marked out, each gang respecting each other's preserves.

In addition to organising "hold ups" and raids, they were open to be employed for any mischief at a price, and among their activities was the placing of bombs at the door of workmen who held opposing economic ideas. They were and are well supplied with funds and as fast as the police threw them into cells the lawyers got them out.

But despite accusations of graft the police persisted in their campaign against the gunmen, of whom 60 were killed in the act of committing crime last year. This year up to August 1st 33 armed robbers have been killed in similar circumstances. Now that rival gangsters have turned on each other detectives are finding it easier to locate hiding places and make arrests, and 30 men have been arrested—for disorderly conduct.

Murderers Go Free.

Unless additional evidence can be obtained the charge means nothing and the men will ultimately be released. And additional evidence will be difficult to get, for though they may kill each other the gunmen, even under the ordeal of the "third degree," will not give a rival away. They fear the unwritten law of the gangs more than the law of the land. And the chief commandment of the gangs is, "Thou shalt not squeal."

That is why the murderer of Big Louis Smith, killer, robber, and bully, has not been caught—though he is well known to everybody in the city's underworld.

Among the men arrested this week are Tony Kizane, who has made a fortune as a beer runner; Sammy Jacobson, known as "Sammy the Greener" because he joined the gangs as a greenhorn from Russia; and Sam Kaplan, successor to Jules, the Portuguese gang leader, whose death, the police say, was avenged by the murder of Smith.

Kaplan and Jacobson are regarded as sworn enemies. Kizane when arrested said the liquor-running business had become "too tough a racket," and described himself as "business agent for the Lumber Material Yards and Labourers' Union." An ex-policeman dismissed from the force for liquor dealing said he also was a labour business agent.

Since the murder of a teaming contractor by union gunmen the police have been investigating the return of the bootlegging gangsters to their old-time labour jobs and received their first clue in the whole sale damaging of motor-car tyres with ice-picks.

Closely questioned in the office of the State attorney, Kizane, Kaplan, and Jacobson denied all knowledge of recent shootings and refused to utter a word about the gang feuds.

Attacks on Girls.

Ganglily by gangsters is only one exciting phase in these lively Chicago nights. As I reported a week ago, the city is alarmed over an epidemic of attacks on young girls, one of whom has died from concussion of the brain after being thrown from a motor-car.

The State attorney and the chief of police have decided to employ all their forces to put an end to the outrages, and arrested men will not be dealt with in the lower courts but will be prosecuted in the municipal courts by a special corps of the attorney's assistants and sent before a grand jury. Such are the vigorous efforts now being made to cleanse the evil record of the World's Worst City.

But when offenders are arrested and landed in jail it is by no means certain they will stop there until their sentences are served. What with the parole system, which allows a convict out "on his good behaviour," and the organised system of prison-breaking, a criminal can truthfully say, "While there's politics there's hope."

Seven desperate characters, two under death sentence for murder, are now in solitary confinement on a diet of bread and water following an organised attempt to break out of the county jail. The seven were provided with hacksaws and rope ladders woven from mops. The prisoners had shattered their cells and were making good their escape when they were discovered and turned back by a coloured guard who pretended to be armed.—Daily Mail.

LATER.

The lack of money is a distinct asset toward the successful furnishing of a small house.—Mrs. Charles E. Sanders.

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having arrived. Consignees of Cargo by her are hereby notified that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the Wharves, Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 29th September, 1926, will be subject to Rent.

All Claims must reach us by 1st October, 1926, or they will not be recognized.

All damaged Packages will be examined by Messrs. Goddard and Douglas (Marine Surveyors) at 10 A.M. on the 28th September, 1926.

No Fire Insurance will be effected. Bills of Lading will be countersigned by
JESSEN & CO.,
Agents, Hong Kong,
Hongkong, 22nd September, 1926. [3980]



The Sign of
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and
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AN IDLER IN BERLIN.

THE HUMOURS OF TEUTONIC ORGANISATION.

[By SIR JOHN FOSTER FRASER.]

BERLIN.

A bronze, or it may be a golden statue of a somewhat shy woman, in what artists call "the altogether," has been erected in Unter den Linden to show the municipal authorities are in sympathy with the nature, kultur movement. Aged boys, with shaven heads, stand pensively and perspiring before the nymph—who is more Grecian than Germanic in figure—mutter *ich so*, and adjourn to a neighbouring brasserie for another stein of pilsener.

All Germany has gone philanderingly crazy over the national importance of good health and the hectic joys of sun baths. There are sixteen publications devoted to correct breathing, vitamins, chest development, the stimulating qualities of carrots, oranges and radishes. When German tennis players lick Americans or a German athlete shows an Englishman the way home in the half-mile sprint, there is almost as much jubilation as there would have been if the war had gone the other way.

Sun Worshippers.

The sun is worshipped. Sunday, of course, is the correct day. On the lakes and the rivers and in the adjoining woods you see thousands of Berliners, just as you see thousands of Londoners on the Thames when the weather is benign, but—whereas Londoners are in flannels and nice shirts and pretty ties of regiments they never belonged to, and the girls of Kensington recline on cushions in dainty garments and shield their complexions behind rainbow-hued parasols, Berliners are naked "as near as now," as the Halifax man would say. A one-piece bathing suit for the women and diminutive shorts for the men is full dress.

So they row and canoe and saunter in sailing boats, tens of thousands of them, and not a hat nor a pair of socks in sight. To have the skin of a Red Indian is the ambition of all Berliners. Last night the son of my host could not appear at dinner for the sun had blistered him into an unrepresentable sight.

This nature-kultur has many "whole hoggers" as old-fashioned English politicians would call them. There are colonies of both sexes where a pocket handkerchief is prudish, besides the pure, all things are permitted. Youthful German politicians are enthusiastic "all-together" nature worshippers because it withers the hypocrisy of the bourgeoisie.

P.O.'s Little Ways.

I love Berlin. Everything is so thorough. Organisation is a science. The Berlin post office is one of the sights of nature division of labour. It should be included in the curriculum of the American school marm who are now critically "doing" Europe.

Enter the post office to buy a ten-pfenning stamp. There are apertures, sometimes open, and with solemn faces behind. More often the apertures are closed, but there are notices, "Open from 10 to 12," or "Open from 12 to 2," or "Open from 2 to 4." As it is 3 o'clock you go to the latter, where a queue is waiting, but the little door is closed, because the man behind has already sold two stamps, and the rumour circulates, he is refreshing himself with sausage. When, however, the aperture opens, and you ask for a ten-pfenning stamp, he tells you he does not sell "a" stamp, but "stamps," and suggests you should learn to read. You return to your hotel, and the multi-lingual porter obliges.

Here is a true story because it was told me by a journalist. A man sent his lady office-help to stamp and post ten letters. The post department was exquisitely organised. She went to the little window where "stamps in large numbers" were sold. She could not have ten there because twelve was the minimum large number dealt with. She proceeded to the "window" where "stamps in small numbers" were sold. That was futile because no more than six stamps could be sold there; but she could have six or three, but not both together.

Too High Organised.

Being an intelligent woman she purchased six, went away, rejoined the queue, and ultimately bought another three. She had one letter left. Ah, there was a trap door, and over it the legend "Letters stamped": just the place. Gott himmel, couldn't she read! That was a place where letters could be stamped, vast numbers, hundreds, not a letter go away!

Berliners admit their post office is too highly organised. It is suggested the new chief should cross to London and spend a week-end with Sir W. Mitchell-Thomson.

Berlin is undergoing great improvements, including the renaming of many of its streets. A man came from the provinces to interview a business acquaintance at the Krantz-platz. But he could find no such place in the neighbourhood he thought it was situated. He went to the police station. The revolver,

bayonet, and baton-studded officer told him there was no Krantz-platz. "But I've often corresponded with my friend at the Krantz-platz," said the provincial. "I tell you that Krantz-platz does not exist," firmly retorted the official. Then another official thought he could explain; in reorganisation the name Krantz-platz had been abolished. "But what is it now called?" was the natural inquiry. "Herr," came the reply, "all I can tell you is that Krantz-platz is 'not in existence, and it is not within my official duty to inquire what name has been substituted.'"

Just then the bewildered provincial looked out the window, and across the street was the sign "Krantz-platz." "There it is," he joyfully exclaimed, "but why didn't you tell me?" "Herr," was the solemn explanation, "it is true the plaque has not yet been removed, but it is not my duty to take note of that fact by looking through the window. All I know is that officially Krantz-platz does not exist!" And that story, more or less as I have told it, appeared in a Berlin paper from the pen of the investigating provincial.

Englishmen are not the only people who love dogs. So do Germans, particularly Berliners. There is a dog in every house or flat, either those soft-eyed but unduly elongated and saggy Dachshunds some of us loved twelve years and more ago before the war obliterated them from British affection, or German Wulfhunds, or Alsatians, which we, out of courtesy to the French, have taken to calling them.

Agitated Berliners.

But the Berlin authorities do not like dogs. They rather interfere, I gather, with the latest organisation for the complete cleanliness of the strasses. The first move toward extermination was the imposition of a tax of 60 marks, say 23. Then the order was no dog was to appear in the streets unless muzzled and on a leash, both. By official regulation the dogs of Berlin were given a dog's life.

Berliners are a nice, law-abiding people—especially as the police can fine you on the spot and shoot you if you are rude—but their hearts began to bleed. The result of an agitation was that whilst in some streets the dogs must be on a leash, in others they need not be. Unfortunately it has been impossible to instruct the dogs which are the streets in which they can gambol freely though muzzled, and which are the streets where if they show any such gaiety they can be arrested and subsequently asphyxiated. Berlin now is as much agitated over Dachshunds as it used to be over the Ruhr.

In the bar of the Adlon hotel, where the American language, with a Milwaukee accent, is mainly spoken, wonderful stories are told of the days of infection when you paid a million marks for your luncheon, found the rate of exchange had awayed during the time you were drinking coffee, and so the five million marks you had in your waistcoat pocket had doubled.

Dignified Tipping.

Now the mark has been stabilised, one mark to a shilling, 20 to a pound, 100 to a five, which is very useful to travelling English people, who can never understand those foolish foreign rates of exchange. Instead of tipping, 10 per cent. is added to your bill. You pay 80 pfennig for a packet of cigarettes and the bar attendant makes the sum on a bit of paper 80 and 10 comes to 100, tanked! You order another bottle of wine at 20 marks and on the bill are 2 marks extra in enforced acknowledgment of the waiter's courtesy in bringing it. This is reckoned more dignified than slipping a bit of paper into the waiter's hand at the end of dinner. You, however, get better value for a mark in Berlin than you do for a shilling in London.

The traffic is well managed, with none of the congestion Cockneys know in Piccadilly and the Strand. Taxis are 75 per cent. better than those in London, and the fares 50 per cent. less. Berliners are far in advance of our amateur plan of sticking out a hand to indicate to following motorists what you are up to. A real arrow, electrically lit at night, jerks from the side of the car in Berlin when a corner is about to be taken. At cross roads there are electrically lit big mushroom-shaped signs, not more than eight inches high, round which motorists must sweep. I've noticed several of these mushrooms badly broken, so the gyrators cannot always gyrate successfully.

Berlin is highbrow. At a recent entertainment jazz music was provided and the whole audience rose and demanded Shakespeare. London, however, is a back number compared with gorgeous cafes here; new places are constantly being opened and all filled. Probably, somewhere, there is a lot of poverty in Berlin, but the foreign idler never catches a glimpse. Berlin is also lowbrow. There are dozens of dance halls, some good, some just horrid.—*Evening Standard.*

ONLY 351 MEN ON FRENCH
DOLE.

A DROP FROM 61,000 IN MARCH 1921.

PARIS, August 19th.

The Minister of Labour reported to the Cabinet this morning that there were only 351 unemployed persons receiving State aid in France on August 12th, of whom forty-seven were in Paris. It was pointed out that France had 61,000 unemployed in March 1921.

FOUR-MILES-A-MINUTE
AEROPLANE.

A racing aeroplane which, it is hoped, will have a speed of over four miles a minute is in course of testing near London. The plane is a development of the Gloster Vapour aeroplane, which gained second place for Britain in the Schneider Cup race last year.

The tests are being conducted by Mr. Maurice Percay, a pilot with extensive peace and war flying experience. The engine is a direct drive racing engine, which develops near 700-horse power.

OVERSEAS NEWS BY
MAIL.PORTUGAL'S FIRST ELECTRIFIED
RAILWAY.

The first electrified railway in Portugal, that between Lisbon and Cascaes, has been opened.

The Belgian Athletic League has decided to resume relations with German athletic associations.

The Co-Optimists are seeking the loan of two "bone-shaker" bicycles for their performance at His Majesty's Theatre, London.

There were in one day 379 canal boats in the Port of London. Of these, 67 have children on board. The children number 183.

Locusts have done much damage to the abundant crops in the Sultanate of Lahaj and other districts in the vicinity of Aden.

The Roman Catholic Church at Three Rivers (Quebec) has been destroyed by fire. The damage is estimated at \$60,000.

At Tipton, Staffs, a man who was fined 1s. for keeping a linnet in too small a cage, sold it to the magistrate for the same amount, and the bird was released.

The London, Midland and Scottish Railway is building, at the Horwick and Crewe works, 100 locomotive for fast goods traffic and heavy excursion trains.

The Australian Senate have passed the Cotton Bounty Bill and both Houses adjourned until a date to be fixed later. They will probably hold a short session early in 1927.

A new air route between Salzburg and Munich has been opened. The transit lasts 70 minutes. Fokker five-seaters are employed, and passengers, mails, and goods are carried.

An Athens telegram states that the Greek Premier has announced that he anticipates that negotiations with Great Britain for the settlement of war debts will be resumed shortly.

A verdict of "Death by Misadventure" was returned at Brixton in the case of John Thomas Vile, aged 69, of Platoroad, Brixton, who drank belladonna and aconite in mistake for whisky.

Cardinal Bourne, Archbishop of Westminster, and 120 British priests and pilgrims, visited the convent of St. Gildard and the tomb of the Blessed Bernadette at Nevers, France.

The apple crop in Essex is one of the worst known during the past 50 years. There was an exceptional abundance of blossom, but cold winds and rain during the flowering period prevented fertilization.

A hundred medical undergraduates from Cambridge and Oxford sailed from Liverpool in the Cunarder *Surania* for a tour of the chief universities hospitals and clinics in Canada and the United States.

For having been drunk while in charge of a motor-car Albert Holland, aged 41, cabinet maker, of Hawthorn-road, Upper Edmonton, was at the North London Police Court sentenced to a month in the second division.

An analysis by the United States Department of Commerce shows that 63 per cent. of the \$4,227,000,000 worth of goods imported into the United States last year came in duty free, being raw materials or partly manufactured goods.

Birmingham banks' clearances for the week ended August 14th amounted to \$1,933,384, a decrease of \$216,647 compared with the corresponding week of last year. The total for the year to date is \$75,020,635, a decrease of \$4,731,474.

Twelve vessels, of 31,656 tons, are reported by the Liverpool Underwriters' Association to have been posted in the Loss Book during July last. The figures compare with eight, of 13,218 tons, so reported in July, 1925, and 11, of 21,246 tons, in July, 1924.

In connection with the projects for better communication in the Lower Congo, the Belgian Government has issued invitations for tenders for the construction of a port at Ango and the

(Continued on next column.)

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to the unique
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STATE EXPRESS
VIRGINIA CIGARETTES

555

ARDATH TOBACCO CO. LTD., LONDON.

enlargement of the port of Matadi, the starting-point of the railway to Stanley Pool.

A message from Akyab (Burma) reports that the hill thrown up by the recent volcanic eruption near the township of Kyaukpuyi is three miles long and one mile wide. A similar eruption occurred in the same area about 48 years ago. In all some 200 acres under cultivation have been destroyed.

The Orient Line announces that by certain of their steamers, beginning with the sailing from London on November 27th, return tickets to Ceylon for the Christmas holidays will be issued at the special holiday fare of £105 first-class. The return journey can be made by steamers leaving Colombo up to February 9th.

In addition to a contract for 41 electric freight locomotives, a new order has been received by the Metropolitan Vickers Electric Company, Limited, of Trafford Park, Manchester, from the Great Indian Peninsula Railway for an electric passenger locomotive of 2,280 h.p. capable of attaining a safe travelling speed of 85 miles per hour.

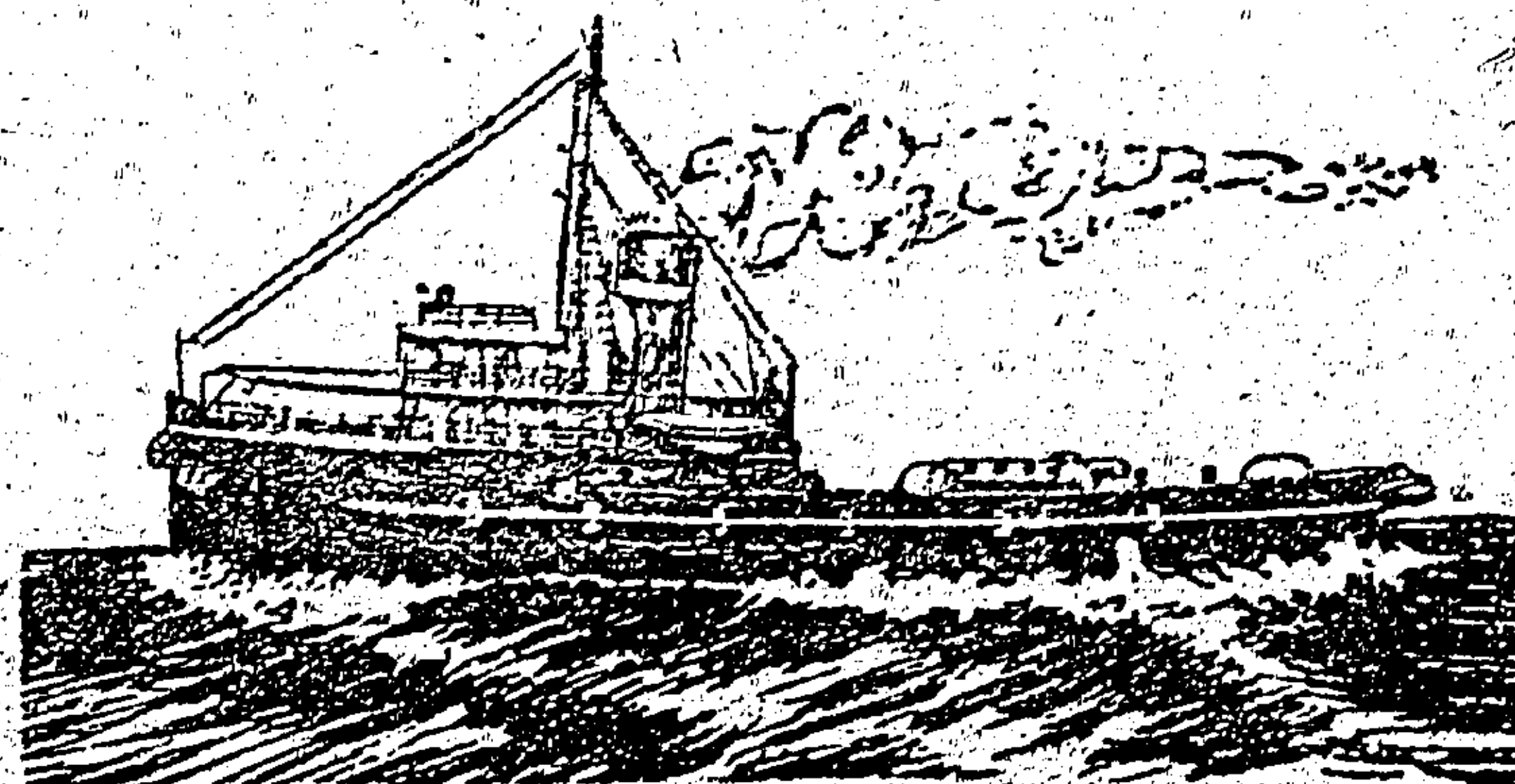
Our Lisbon Correspondent says that the anniversary of the battle of Aljubarrota was celebrated on Saturday. Near the village of that name John I. of Portugal in 1385 gained a signal victory over the Spaniards. In the battle the Portuguese were aided by English crossbowmen, which may be regarded as the real beginning of the Anglo-Portuguese alliance.

While the British steamer *Fulton*, was loading timber at Kova, in the White Sea, a Russian port official came aboard and demanded that the captain should raise a team forthwith to play a football match against Russian workers. As the captain refused to suspend work for this purpose the officials ordered all men loading the vessel to down tools for the day as a protest.

A Sydney Correspondent says that there is some heartburning in Brisbane over the continued delay in appointing the new Governor of Queensland in succession to Sir Matthew Nathan. Mr. McCormack, the State Premier, on being pressed for an explanation, declared that the matter was wholly in the hands of the Imperial authorities, from whom he had received no communication since he assumed office in October last.

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Steel Twin-Screw Ocean-going Tug and Salvage Steamer.

"Henry Keswick"

Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong, for their own service, 1921. Length 165' B.P., Breadth 24' (m), Depth 17' (m), I.H.P. 2,000. Fitted with electrically driven submarine centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager,

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, HONGKONG.

CANADIAN PACIFIC S.S.
"MONTEAGLE."WELL-KNOWN TRANS-PACIFIC
VESSEL PASSES TO HANDS
OF SHIPBREAKERS.

So many ships which are presumably sold to shipbreakers find their way into active service again that it is not until closing entries are actually made against their names Lloyd's Register that it is safe to presume the end of a steamer's career. However, such entries have been made to the Canadian Pacific str. *Monteagle* which was laid up off Southend for some months before her sale in the Spring of this year.

An Old Type.

She was one of the old-type four-masted steamers and was built in 1899 with a gross tonnage of 6,570 and a speed of 13 knots. She was specially designed for the North Atlantic trade and general cargo trade and from the first showed herself to be a very successful vessel. After she had been only a short time on service, however, she was taken up by the Army as a horse transport to South Africa, becoming transport No. 87, but was soon back on her Canadian route. In July, 1905, she ran ashore on Fane Point and was only refloated after a good deal of difficulty.

At this time the Canadian Pacific Railway were establishing themselves on the North Atlantic and in the Spring of 1903 they took over the entire Elder Dempster fleet, thus introducing the letter M. into their system of nomenclature, to which they have adhered ever since. Three years later the *Monteagle* took a single sailing to Hongkong, being unfortunately blown ashore during a typhoon and sustaining considerable damage.

Hongkong Service.

When war broke out she was running on the service between Hongkong and Vancouver but was taken up in the early days as a transport for the Indian Expeditionary Force. Later she was put on various war services, including the carriage of Serbian troops to Suez and a voyage from Siberia with home-coming troops. In 1919 she had a fire on board while at Hongkong, while two years later she again appeared in the news through having rendered very gallant service to the crew of the wrecked French vessel *Henriette*. In 1922 her name was provisionally altered to *Bellon* but she has never taken a sailing under that name.—*N.A. Daily News*.

SALES OF SHIPPING BOARD
FLEET.

During the past five years the Shipping Board has sold a total of 1,037 ships, according to figures compiled by the board as of June 30th, 1925.

The 1,037 ships represent a dead-weight tonnage of 4,153,264 tons. The total sum received by the U.S. Government from these sales was \$7,731,633. The figures are compiled from the time of the appointment of the Harding Shipping Board in 1921.

Of the various types of ships sold during the five year period, 304 were wood or cargo ships; 28 were combination passenger and cargo ships; 40 were tugs, 458 were wood or cargo ships sold for scrap, and 174 were miscellaneous craft, including barges, hulls or half-completed vessels.—*N.A. Daily News*.

SHIPPING MOVEMENTS.

The P. & O. Co.'s s.s. *Khyber* left Singapore for Hongkong on the 26th inst. at 8 a.m., with the outward English mails, and is due here on Thursday, the 30th inst. at about 5 p.m.

The P. & O. Co.'s s.s. *Nellere* left Shanghai for Hongkong on the 26th inst. at 1.30 p.m., and is due here to-morrow (Wednesday), at about 8 a.m.

The s.s. *Talamba* (B.I. and Appear Line) will leave Amoy for Hongkong to-day, and is due here to-morrow (Wednesday), at about 4 p.m.

The R.M.S. *Empress of Asia* arrived at Yokohama yesterday at 8 a.m., left at 5 p.m., and is due at Hongkong on October 4th.

The R.M.S. *Empress of Russia* left Yokohama on September 25th, and is due at Vancouver on October 4th.

SHIPPING NOTES.

The s.s. *Bingo Maru* (Japanese), arriving from Japanese ports reports one case of typhus on board, with the request that the patient might be removed to hospital on shore.

The Harbour Office announce that the declaration of infection against *Wuchow* is now withdrawn, and that the medical inspection of vessels arriving therefrom is discontinued.

The total number of deck passenger entered for the twenty-four hours ended at 9 a.m. yesterday was 91, of which the British arrival carried 85.

VESSELS EXPECTED.

Alipore (P. & O.), due September 30th, about noon.
Empress of Asia (C.P.R.), due October 4th.
Japan (Swedish East Asiatic), due October 25th.
Khyber (P. & O.), due September 30th, about 5 p.m.
Nellere (P. & O.), due to-morrow, about 8 a.m.
St. Albans (E. & A.), due to-morrow morning.
Sumatra (Swedish East Asiatic), due October 29th.
Talamba (B.I. & Appear), due to-morrow, about 4 p.m.

VESSELS IN DOCK.

At Taikoo:—*Helena*, *Asomia*, and *Liangchow*.
At Kowloon:—*Tai Tack*.

SUNRISE AND SUNSET IN
HONGKONG.

FOR SEPTEMBER, 1926.

Date.	Sunrise.	Sunset.
September 28th.....	6.14 a.m.	6.15 p.m.
29th.....	6.14 "	6.14 "
30th.....	6.14 "	6.13 "

HONGKONG METEOROLOGICAL
REGISTER.

Hongkong Observatory, September 27th.

	Previous Day	On Date	On Date
	at 2 p.m.	at 6 a.m.	at 2 p.m.
Barometer ...	29.57	29.29	29.51
Temperature ...	90	77	80
Humidity ...	71	93	87
Wind Direction ...	W	NE	ESE
Force ...	2	0	8
Weather ...	U	0	OKD
Rain ...	0.00	0.00	1.78

Highest open-air Temperature on 26th ... 90

Lowest open-air Temperature on 27th ... 77

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder

HONGKONG TIDE TABLE.

From September 25th to October 4th, 1926.

High Water.		Low Water.	
Days of Month.	Height.	Days of Month.	Height.
Tues. 28	1 2 6 5	1 2 6 5	3 5
Wed. 29	1 4 9 6	1 4 9 6	2 6
Thur. 30	1 3 8 6	1 3 8 6	2 4
Fri. 1	4 54 6 3	0 39 2 3	2 3
Satur. 2	6 11 6 3	1 18 2 1	4 7
Sun. 3	8 33 6 3	0 40 4 4	2 0
Mon. 4	5 44 5 4	1 30 4 0	4 0
	8 56 5 6	2 19 4 2	0

THE EAST ASIATIC CO., LTD.
COPENHAGEN.

The M/S. "ASIA"
will be loading for ROTTERDAM, HAMBURG, COPENHAGEN,
and other SCANDINAVIAN PORTS.
On or about 20th October, 1926

Further Sailings	Expected on or about	Will leave home-ward-bound on or about
M.S. "Afrika" ...	10th November	—
M.S. "Java" ...	28th November	—
M.S. "Malaya" ...	8th December	—

Subject to change without notice.

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THE above Modern Passenger Steamers will be despatched as above for BOSTON and NEW YORK via PHILIPPINE ISLANDS, STRAITS, COLOMBO and SUEZ CANAL, arriving in NEW YORK on or about 5th JANUARY and 2nd FEBRUARY respectively. FARES: £100 Single First Class, £20 Single Second.

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Steamers	H'kong	Shanghai	Kobe	Yokohama	Vancouver
EMPRESS OF ASIA	Oct. 14	Oct. 17	Oct. 20	Oct. 23	Nov. 1
EMPRESS OF CANADA	Oct. 29	Oct. 31	Nov. 3	Nov. 6	Nov. 15
EMPRESS OF RUSSIA	Nov. 11	Nov. 14	Nov. 17	Nov. 20	Nov. 29

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai.)

HONGKONG—MANILA—HONGKONG—SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Oct. 6	Oct. 8	EMPRESS ASIA Oct. 9	Oct. 11
Oct. 20	Oct. 22	EMPRESS CANADA Oct. 23	Oct. 25

Passenger Department: Tel. C. 752. Cables: GACANTAC.
Freight and Express: Tel. C. 42. Cables: NAUTILUS.

NIPPON

SALES SUBJECT TO ALTERATION.
SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
TAIYO MARU ... Tuesday, 5th Oct., at Noon
TENYO MARU ... Monday, 18th Oct., at Noon
KOREA MARU ... Tuesday, 2nd Nov., at Noon
SHINYO MARU ... Tuesday, 16th Nov., at Noon
SIBERIA MARU ... Monday, 29th Nov., at Noon

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.
ANYO MARU ... Friday, 5th Nov., at Noon
BOKUYO MARU ... Saturday, 27th Nov., at Noon
HAKUYO MARU ... Wednesday, 12th Jan., at Noon

MARSEILLES, LONDON & ANTWERP via Singapore & Port.
KITANO MARU ... Saturday, 8th Oct.
HARUNA MARU ... Saturday, 23rd Oct.

SYDNEY & MELBOURNE via Manila & Ports.
AKI MARU ... Wednesday, 20th Oct., at 11 a.m.
MISHIMA MARU ... Wednesday, 24th Nov., at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.
TOBA MARU ... Saturday, 2nd Oct.
LISBON MARU ... Sunday, 17th Oct.
TSUYAMA MARU ... Thursday, 11th Nov.

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.
KANAGAWA MARU ... Friday, 15th Oct.
WAKASA MARU ... Wednesday, 17th Nov.

BOMBAY via Singapore, Penang & Colombo.
PENANG MARU ... Thursday, 30th Sept.
TAMBA MARU ... Monday, 11th Oct.

CALCUTTA via Singapore, Penang & Rangoon.
MALACCA MARU ... Friday, 8th Oct.

NAGASAKI, KOBE & YOKOHAMA.
MISHIMA MARU ... Saturday, 16th Oct.

SHANGHAI, KOBE & YOKOHAMA.
AWA MARU ... Saturday, 2nd Oct.
KATORI MARU ... Monday, 4th Oct.
ATSUTA MARU ... Tuesday, 19th Oct.

For further information, apply to—
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Telephone: Central No. 282 (Private exchanges to all Depts.)

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

TIENSIN via CHEFOO ...	"CHIPSUNG" ...	Tuesday, 28th Sept., at 3 p.m.
SANDAKAN ...	"HINSANG" ...	Wednesday, 29th Sept., at 3 p.m.
SHANGHAI via NINGPO ...	"LEESANG" ...	Thursday, 30th Sept., at Noon
HAIPHONG via HOIHOW ...	"MINGSANG" ...	Friday, 1st Oct., at 8 a.m.
KOBE via KEELUNG ...	"HANGSANG" ...	Sunday, 3rd Oct., at 7 a.m.
STRAITS & CALCUTTA ...	"LAISANG" ...	Tuesday, 5th Oct., at 3 p.m.
TSINGTAU via SHANGHAI ...	"FOOSUNG" ...	Wednesday, 6th Oct., at Noon
SANDAKAN ...	"MAUSANG" ...	Tuesday, 13th Oct., at 2 p.m.
TSINGTAU via SHANGHAI ...	"HOPSANG" ...	Wednesday, 13th Oct., at Noon
KOBE via YOKOHAMA & YOKKAICHI ...	"KUMSANG" ...	Thursday, 14th Oct., at 7 a.m.
OSAKA via SHANGHAI, KOBE & MOJI ...	"NAMSANG" ...	Saturday, 16th Oct., at 7 a.m.
STRAITS & CALCUTTA ...	"HOSANG" ...	Tuesday, 26th Oct., at 3 p.m.
KOBE ...	"KITSANG" ...	Wednesday, 27th Oct., at 7 a.m.

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GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong.	Vessel	Discharges	Leaves H'kong.
"GLENSHANE"	5th Oct.	"GLENGARRY"	20th Oct.	
"CARMARTHENSHE"	17th "	"London, Rotterdam & Hamburg by Ocean.		
"GLENEBEG"	28th "	"CARMARTHENSHEIRE" 1st Dec.		
"GLENTARA"	16th Nov.	"London, Rotterdam & Hamburg by Ocean.		
"CARMARVONSHIRE"	27th Nov.	"GLENTARA"	28th Dec.	
		"London, Rotterdam & Hamburg by Ocean.		

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.

THE GLEN LINE, LTD., AGENTS.

Telephones: Central No. 215 sub-ex. 23, and Central 3693.

THE SWEDISH EAST ASIATIC
COMPANY, LIMITED.

Service of Fast Motor Vessels

LOADING DIRECT FOR

TRIPOLI, ORAN, AMSTERDAM, HAMBURG AND SCANDINAVIA.

Loading About

m.s. "SUMATRA" ... 28th November

FOR SHANGHAI AND JAPAN PORTS.

m.s. "JAPAN" ... Loading About
m.s. "SUMATRA" ... 29th October
m.s. "SUMATRA" ... 29th October

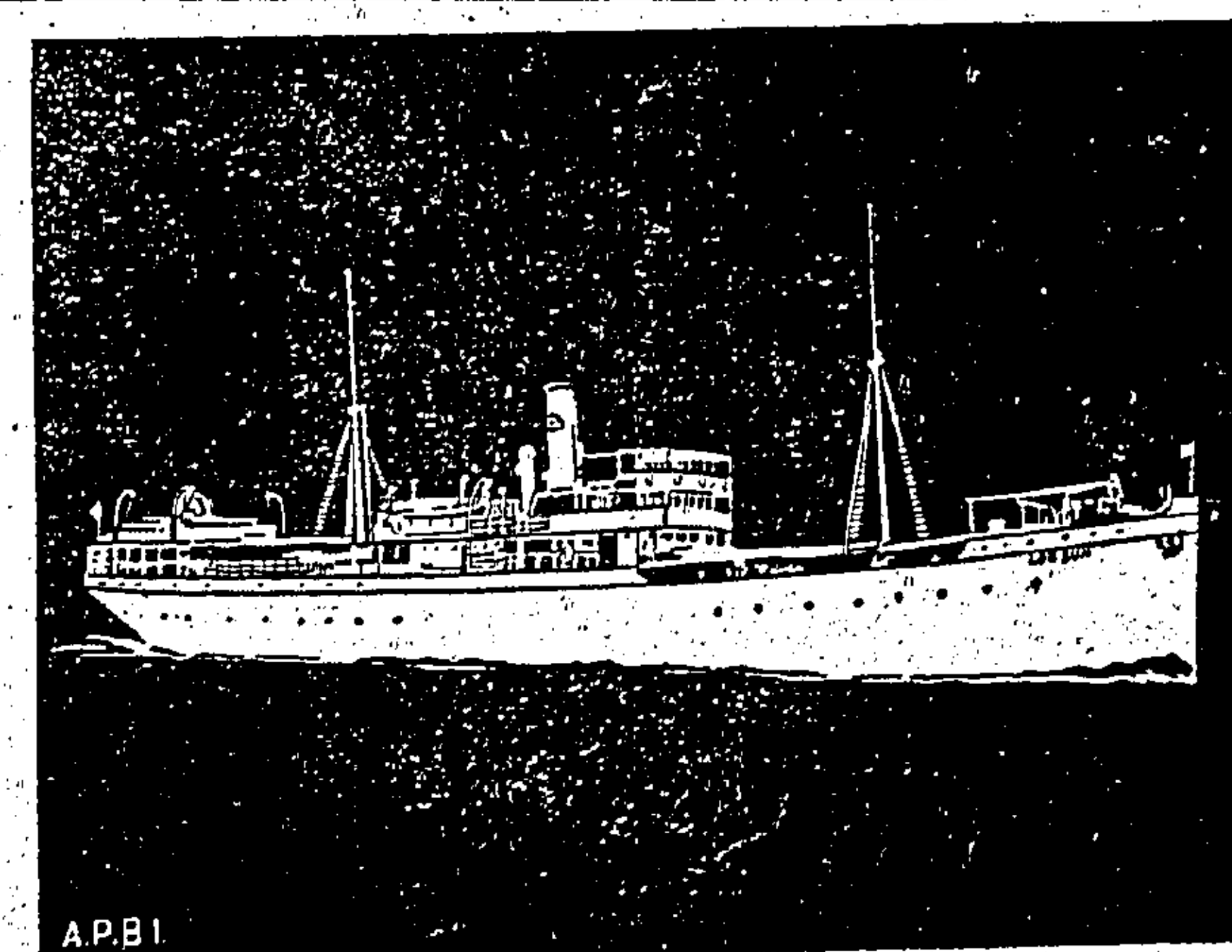
For further particulars, apply to the Agents—

GILMAN & CO., LTD.

G. E. HUYGEN.

Hongkong.

Canton.



CHINA BORNEO SHIPPING Co.'s S.S. "LOK SUN"

Sailing from Hongkong for Borneo Ports, October 14th.

For Freight, Passage and other information, please apply to—

CARMICHAEL & CLARKE, Agents, QUEEN'S BUILDING, PHONE C. 232.

W. WATT & CO., Agents, 188, WING LOK STREET WEST, PHONE C. 4985.

ADMIRAL ORIENTAL LINE

FREIGHT AND PASSENGERS.

THE NEW FAST AMERICAN STEAMERS

FOR VICTORIA AND SEATTLE

SHANGHAI—KOBE—YOKOHAMA

"PRESIDENT JACKSON" ... 7th Oct., 7 p.m.
"PRESIDENT MCKINLEY" ... 15th Oct., 5 p.m.

TO EUROPE—£120—£112

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

FOR MANILA

"PRESIDENT JACKSON" ... 29th Sept., 5 p.m.
"PRESIDENT MCKINLEY" ... 11th Oct., 5 p.m.

HONGKONG AND SHANGHAI BANK BUILDING.

Telephones: Central 2477, 2478 & 795.

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THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES.

**NEW YORK, BOSTON & BALTIMORE
AMERICAN & MANCHURIAN LINE**

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF BATH" ... From Hongkong Via Suez Canal 8th Oct.
S.S. "CITY OF BARODA" ... From Hongkong Via Suez Canal 5th Nov.**BOSTON & NEW YORK
AMERICAN & ORIENTAL LINE**
(ANDREW WARR & CO., LONDON.)

Sailings from Hongkong

M.V. "FORBESBANK" ... From Hongkong Via Suez Canal 2nd half November.

**UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE**
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)S.S. "CITY OF BANGKOK" ... For Marseilles, Havre, London and Hamburg.
S.S. "CITY OF PEKIN" ... For London, Rotterdam, and Hamburg.
15th November.FARES TO LONDON "A" 1st Class £38. 2nd Class £20.
"B" 1st Class £30. 2nd Class £25.**MAURITIUS & SOUTH AFRICA
ORIENTAL-AFRICAN LINE**

S.S. "YUENSANG" ... From Hongkong 15th October.

Loading for Mauritius, Delagoa Bay, Durban, East London, Alagoa Bay, Port Elizabeth, Mossel Bay and Uitenhage.

Through Bills of Lading issued to Beira, Quiluanes, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zumbo, Lourenco, Kilindini, Port Natal, Lourenco Bay, Walvis Bay, and Malagascor.

AUSTRAL-FAST INDIES LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.
Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

THE BANK LINE LTD.

Tel. Cent. 4791

PRINCE LINE

IMPROVED SERVICE

BY

FAST MOTOR VESSELS

TO

**BOSTON
NEW YORK
PHILADELPHIA**

M.V. "MALAYAN PRINCE" ... Leave Hongkong 3rd Oct., 1926

For Freight and Full Particulars, apply to—

FURNESS (FAB EAST), LIMITED.

Telephone: Central 3165.

(Incorporated in Great Britain)

Telegrams: Furnprince.

King's Building.

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HOLLAND EAST ASIA LINEof the United Netherlands
Navigation Company.Regular Four-weekly Service between
Japan, Vladivostok, China, Hongkong, Manila, Singapore
and
Genoa, Rotterdam, Amsterdam, Hamburg, Bremen and
North Continental Ports

SAILINGS FOR EUROPE:

S.S. "GOSTKEREK" ... 2nd October.
S.S. "OUDEKERK" ... 30th October.
S.S. "SIMALOEK" ... 26th November.

ARRIVALS FROM EUROPE:

S.S. "SIMALOEK" ... 18th October.
S.S. "OUDEKERK" ... 16th November.All Steamers have a Limited Accommodation for Passengers.
For Freight, Passage and further Particulars, Please Apply to—**JAVA-CHINA-JAPAN LYN**

Telephone Central No. 1574.

Agents.

York Building.

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**P. & O., British India
Apcar and
Eastern & Australian
Lines**(COMPANIES INCORPORATED IN ENGLAND.)
**MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR**STRAITS, JAVA, BURMA, OBYLON, INDIA, PERSIAN GULF, WEST INDIES
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CON-
STANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.**PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT
ROYAL MAIL STEAMERS.**
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship.	Tons.	From Hongkong (about)	Destination.
"NELLORE"	6,833	29th Sept. Noon	Singapore, Penang, Colombo & Bombay.
"KASHGAR"	9,006	2nd Oct. Noon	Marseilles, Casablanca, London, Antwerp & Hull.
"JEYPORE"	5,313	11th Oct.	Singapore, Penang, Colombo, Bombay & Karachi.
"MOREA"	10,918	15th Oct.	Marseilles and London.
"NYANZA"	7,023	27th Oct.	Singapore, Penang, Colombo & Bombay.
"HYBER"	9,114	30th Oct.	Marseilles, London, Antwerp and Hull.
"ALPORE"	5,273	8th Nov.	Singapore, Penang, Colombo & Bombay.
"MANTUA"	10,902	13th Nov.	Marseilles and London.
"DEVANHA"	8,155	25th Nov.	Singapore, Penang, Colombo & Bombay.
"KARMALA"	9,123	27th Nov.	Marseilles, London, Antwerp and Hull.
"NELLORE"	6,833	9th Dec.	Singapore, Penang, Colombo & Bombay.
"MACEDONIA"	11,089	11th Dec.	Marseilles and London.
"DELTA"	8,097	23rd Dec.	Singapore, Penang, Colombo & Bombay.
"KHIVA"	9,135	25th Dec.	Marseilles, London, Antwerp.
"MIRZAPORE"	6,715	3rd Jan.	Marseilles, London, Hamburg & Rotterdam.
"NYANZA"	7,023	6th Jan.	Singapore, Penang, Colombo & Bombay.
"KALYAN"	10,941	8th Jan.	Marseilles and London.
"MOREA"	10,918	13th Jan.	Marseilles, London and Antwerp.
"KASHGAR"	9,006	19th Feb.	Marseilles, London and Antwerp.
"MANTUA"	10,902	5th March	Marseilles and London.
"MONGOLIA"	16,504	19th March	Marseilles and London.
"KACEDONIA"	11,120	2nd April	Marseilles, London, Antwerp & Rotterdam.
"DEVANHA"	8,155	9th April	Marseilles, London and Antwerp.
"KARMALA"	9,123	15th April	Marseilles, London and Antwerp.
"MALWA"	10,980	30th April	Marseilles and London.
"KHIVA"	9,135	14th May	Marseilles, London and Antwerp.
"MOREA"	10,918	24th May	Marseilles and London.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship.	Tons.	From Hongkong (about)	Destination.
"TALAMBA"	5,018	29th Sept.	Singapore, Penang and Calcutta.
"SHIRAZ"	7,841	11th Oct.	do.
"TALMA"	10,000	17th Oct.	do.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship.	Tons.	From Hongkong (about)	Destination.
"ST. ALBANS"	4,500	1st Oct. 4 p.m.	Manila, Sandakan, Thursday Island.
"ARAFURA"	6,000	29th Oct.	Townsville, Brisbane, Sydney and Melbourne.
"TANDA"	6,000	31st Dec.	do.
"ST. ALBANS"	4,500	31st Dec.	do.
"ARAFURA"	6,000	28th Jan.	do.
"TANDA"	6,000	4th Mar.	do.

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia. The P. & O. S.S. Co., Ltd. steamers will also call at Shanghai, Hilo, Cebu, Kolambagan, Tawao, Timor, Durwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.**SAILINGS TO SHANGHAI AND JAPAN**

Steamship.	Tons.	From Hongkong (about)	Destination.
"KHYBER"	9,114	1st Oct. Noon	Shanghai, Moji and Kobe.
"ALPORE"	5,273	2nd Oct. 6 a.m.	Shanghai and Kobe.
"ARAFURA"	6,000	5th Oct.	Moji, Kobe, Osaka and Yokohama.
"MANTUA"	10,902	16th Oct.	Shanghai, Moji and Kobe.
"MIRZAPORE"	6,715	23rd Oct.	Shanghai, Moji and Kobe.
"KARMALA"	9,123	29th Oct.	Shanghai, Moji and Kobe.
"DEVANHA"	8,155	30th Oct.	Shanghai and Kobe.
"TANDA"	6,958	2nd Nov.	Moji, Kobe, Osaka and Yokohama.
"NELLORE"	6,833	13th Nov.	Shanghai, Moji and Kobe.
"DELTA"	8,097	14th Nov.	Shanghai, Moji and Kobe.
"KHIVA"	9,135	22nd Nov.	Shanghai, Moji and Kobe.
"MACEDONIA"	11,089	25th Nov.	Shanghai only.
"ST. ALBANS"	4,500	7th Dec.	Moji, Kobe, Osaka and Yokohama.
"MALWA"	10,914	16th Dec.	Shanghai, Moji and Kobe.
"NYANZA"	7,023	17th Dec.	Shanghai, Moji and Kobe.
"KASHMIR"	8,885	13th Dec.	Shanghai, Moji and Kobe.
"PERIM"	7,548	18th Dec.	Shanghai.
"KALYAN"	9,144	24th Dec.	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	4th Jan.	Moji, Kobe, Osaka and Yokohama.
"MOREA"	10,918	7th Jan.	Shanghai, Moji and Kobe.
"DEVANHA"	8,155	8th Jan.	Shanghai, Moji and Kobe.
"KASHGAR"	9,006	21st Jan.	Shanghai, Moji and Kobe.
"NELLORE"	6,833	21st Jan.	Shanghai, Moji and Kobe.
"MANTUA"	10,902	4th Feb.	Shanghai, Moji and Kobe.
"TANDA"	6,958	8th Feb.	Moji, Kobe, Osaka and Yokohama.
"MONGOLIA"	16,504	17th Feb.	Shanghai, Moji and Kobe.
"NYANZA"	7,023	18th Feb.	Shanghai, Moji and Kobe.
"MACEDONIA"	11,120	4th March	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,500	8th March	Moji, Kobe, Osaka and Yokohama.
"DEVANHA"	8,155	12th March	Shanghai, Moji and Kobe.
"KARMALA"	9,123	18th March	Shanghai, Moji and Kobe.
"MALWA"	10,980	1st April	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	5th April	Moji, Kobe, Osaka and Yokohama.

All dates are approximate and subject to alteration without notice. WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Bangkok must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2 1/2 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.
P. & O. Building, Consignee Road Central, HONGKONG. Agents. [1]**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR

**AMOY & FOCHOW
AND RETURN**

(*Occupying 8 to 9 Days)

HAICHING ... Wednesday, 29th September, at 10 a.m.

Arrivals and Departures from the Company's Wharf (near Black Pier).

Round Trip Tickets will be issued from Hongkong to Fochow (Pagoda Anchorage) or vice versa and Return by the same Steamer at the Reduced Rate of \$40.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.

General Managers.

**CHINA NAVIGATION CO.,
LIMITED.**

AMOY & SHANGHAI	"SINKIANG"	On 28th Sept.	6 a.m.
BANGKOK	"KINGYUAN"	On 29th Sept.	4 p.m.
TIENTSIN	"HANYANG"	On 29th Sept.	4 p.m.
SHANGHAI	"SOOCHOW"	On 30th Sept.	6 a.m.
AMOY & SINGAPORE	"KUNGCOW"	On 30th Sept.	6 a.m.
SHANGHAI & TSINGTAO	"SHANTUNG"	On 30th Sept.	6 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUNGCOW"	On 2nd Oct.	4 p.m.
SHANGHAI & NEWCHWANG	"YINGCHOW"	On 3rd Oct.	6 a.m.
AMOY & SINGAPORE	"EWEIYANG"	On 3rd Oct.	6 a.m.
AMOY & SHANGHAI	"SZKOWHUE"	On 5th Oct.	6 a.m.
AMOY & SINGAPORE	"ANKING"	On 5th Oct.	6 a.m.
SHANGHAI	"SUNNING"	On 7th Oct.	6 a.m.
HOIHOW & HAIPHONG	"TEAN"	On 7th Oct.	10 a.m.
SHANGHAI & TSINGTAO	"SUIYANG"	On 8th Oct.	6 a.m.

SALOON PASSAGE RATES, HONGKONG TO SHANGHAI and vice versa, Have Now Been Reduced To
\$60 SINGLE and \$90 RETURN.For Freight or Passage apply to— **BUTTERFIELD & SWIRE,**
TELEPHONE CENTRAL 36. Agents.

CARGO AND PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4]

AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE" & "TAIPING"

THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

HONGKONG TO AUSTRALIAN PORTS,

VIA MANILA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports. Excellent & Most Up-to-date First & Second Class Passenger Accommodation.
HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due Hongkong ON OR ABOUT	SAILING HONGKONG ON OR ABOUT
CHANGTE	8th October	16th October
TAIPING	9th November	17th November
CHANGTE	10th December	18th December
TAIPING	6th January	14th January

For Freight and Passage Apply to—**BUTTERFIELD & SWIRE,**
TELEPHONE CENTRAL 36. Agents. [5]**DODWELL & CO., LTD.****NEW YORK BERTH**

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.

S.S. "KENDAL CASTLE" ... Sails on or about 19th October.

LLOYD TRIESTINO.REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR
BRINDISI, VENICE AND TRIESTE (PIUMI).

TAKING CARGO ON THROUGH BILLS OF LADING TO

GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND

DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

"A" CLASS: £72. 10s. 0d. "B" CLASS: £68. 0s. 0d.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

From Hongkong.

M.V. "VIMINALE" ... Sails on or about 5th October.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

From Hongkong.

S.S. "FIUME L" ... Sails on or about 7th October.

M.V. "VIMINALE" ... Sails on or about 20th October.

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" ... Sails from Calcutta 30th Sept.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to—

DODWELL & CO., LIMITED.

Telephone: Central 1030.

Agents.

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BOSTON NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "CITY OF BATH"	... Via Suez Canal	8th October.
S.S. "TEUCER"	... Via Suez Canal	22nd October.
S.S. "CITY OF BARODA"	... Via Suez Canal	24th November.
S.S. "NINGHOW"	... Via Suez Canal	19th November.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON, JARDINE MATHESON & CO. LTD., CANTON. [21]

